

# AGENDA

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## **INNER WEST COUNCIL**

**LOCAL TRAFFIC COMMITTEE MEETING**

**MONDAY 3 JUNE 2019**

**10.00am**

## **Function of the Local Traffic Committee**

### **Background**

Roads and Maritime Services (RMS) is legislated as the Authority responsible for the control of traffic on all NSW Roads. The RMS has delegated certain aspects of the control of traffic on local roads to councils. To exercise this delegation, councils must establish a local traffic committee and obtain the advice of the RMS and Police. The Inner West Council Local Traffic Committee has been constituted by Council as a result of the delegation granted by the RMS pursuant to Section 50 of the Transport Administration Act 1988.

### **Role of the Committee**

The Local Traffic Committee is primarily a technical review and advisory committee which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides recommendations to Council on traffic and parking control matters and on the provision of traffic control facilities and prescribed traffic control devices for which Council has delegated authority. These matters are dealt with under **Part A** of the agenda and require Council to consider exercising its delegation.

In addition to its formal role as the Local Traffic Committee, the Committee may also be requested to provide informal traffic engineering advice on traffic matters not requiring Council to exercise its delegated function at that point in time, for example, advice to Council's Development Assessment Section on traffic generating developments. These matters are dealt with under **Part C** of the agenda and are for information or advice only and do not require Council to exercise its delegation.

### **Committee Delegations**

The Local Traffic Committee has no decision-making powers. The Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the RMS or relevant organisation.

The Committee provides recommendations to Council. Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, then the Police or RMS have an opportunity to appeal to the Regional Traffic Committee.

### **Committee Membership & Voting**

Formal voting membership comprises the following:

- one representative of Council as nominated by Council;
- one representative of the NSW Police from each Local Area Command (LAC) within the LGA, being Newtown, Marrickville, Leichhardt and Ashfield LAC's.
- one representative from the RMS; and
- State Members of Parliament (MP) for the electorates of Summer Hill, Newtown, Heffron, Canterbury, Strathfield and Balmain or their nominees.

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters which effect their electorate or LAC.

Informal (non-voting) advisors from within Council or external authorities may also attend Committee meetings to provide expert advice.

### **Committee Chair**

Council's representative will chair the meetings.

### **Public Participation**

Members of the public or other stakeholders may address the Committee on agenda items to be considered by the Committee. The format and number of presentations is at the discretion of the Chairperson and is generally limited to 3 minutes per speaker. Committee debate on agenda items is not open to the public.

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Nil at time of printing.

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## **7 Part C - Items for General Advice**

Nil at the time of printing.

## **8 General Business**

## **9 Close of Meeting**



**Minutes of Local Traffic Committee Meeting held on 6 May 2019****Meeting commenced at 10.00am****ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON**

*I acknowledge the Gadigal and Wangal people of the Eora nation on whose country we are meeting today, and their elders past and present.*

**COMMITTEE REPRESENTATIVES PRESENT**

Clr Victor Macri	Councillor – Midjuburi-Marrickville Ward (Chair)
Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Chris Woods	Representative for Ron Hoenig MP, Member for Heffron
Cathy Peters	Representative for Jenny Leong MP, Member for Newtown
Sgt John Micallef	NSW Police – Burwood Police Area Command
Sgt Paul Vlachos	NSW Police – Inner West Police Area Command
LSC Marina Nestoriaros	NSW Police – Leichhardt Police Area Command

**OFFICERS IN ATTENDANCE**

Asith Nagodavithane	Transit Systems – Inner West Bus Services
Colin Jones	Inner West Bicycle Coalition
Clr Marghanita da Cruz	Councillor – Gulgadya-Leichhardt Ward
Wal Petschler	IWC's Group Manager Roads and Stormwater
John Stephens	IWC's Traffic and Transport Services Manager
George Tsaprounis	IWC's Coordinator Traffic and Parking Services (South)
Manod Wickramasinghe	IWC's Coordinator Traffic and Parking Services (North)
Boris Muha	IWC's Engineer – Traffic and Parking Services
Mary Bailey	IWC's Parking Planner
Mohammed Islam	IWC's Civil Engineer
Anup Bajracharya	IWC's Civil Engineer
Christina Ip	IWC's Business Administration Officer

**VISITORS**

Kathleen Sexton	Item 7 – Resident
Brian Allen	Item 11 – Resident
Irene Allen	Item 11 - Resident

**APOLOGIES:**

Mr Ryan Horne	Roads and Maritime Services
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**DISCLOSURES OF INTERESTS:**

Nil.

**CONFIRMATION OF MINUTES**

The Minutes of the Local Traffic Committee Meeting held on Monday, 1 April 2019 were confirmed with the following amendments:

- The representative for the Member for Heffron be noted as an apology.

Minutes of LTC meetings will be circulated to Committee members prior to presentation at Council meetings.

**MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES**

The Local Traffic Committee recommendations of its meeting held on 1 April 2019 were adopted at Council's meeting held on 30 April 2019, with the following amendments:

- a) In regards to LTC0419 Item 6 - Gannon Lane, Tempe - Proposed Installation of 'No Stopping' signage, replacing current 'No Parking 5am-10am Fridays' restrictions (Midjuburi Ward/Heffron Electorate/Inner West PAC) – the recommendation be changed to “no action”; and
- b) In regards to LTC0419 Item 5 - Tilba Avenue and Phoebe Street, Balmain - Proposed 'No Stopping' zone (Baludarri Ward/Balmain Electorate/Leichhardt PAC) that point 2 of the recommendation be deleted.

**LTC0519 Item 1 Curtis Road and Mort Street, Balmain - Intersection Improvement Works (Baludarri - Balmain Ward/Balmain Electorate/Leichhardt PAC)****SUMMARY**

Council is proposing intersection improvement works at the intersection of Curtis Road and Mort Street, Balmain to improve pedestrian amenity and reduce vehicle speeds through the intersection.

**Officer's Recommendation**

THAT the detailed design plan for the kerb extension with associated garden beds, reconstruction of footpath and pedestrian ramps, associated signposting and line marking, and replacement of rubber speed cushion with asphalt speed cushion in Curtis Road at Mort Street, Balmain (as per the attached plan No. 171876) be approved, subject to the existing 'No Stopping' zone on Mort Street on the south-eastern corner of the intersection being retained in its current position and the proposed garden bed being modified accordingly.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the detailed design plan for the kerb extension with associated garden beds, reconstruction of footpath and pedestrian ramps, associated signposting and line marking, and replacement of rubber speed cushion with asphalt speed cushion in Curtis Road at Mort Street, Balmain (as per the attached plan No. 171876) be approved, subject to the existing 'No Stopping' zone on Mort Street on the south-eastern corner of the intersection being retained in its current position and the proposed garden bed being modified accordingly.**

**For motion:** Unanimous

**LTC0519 Item 2 Park Street, Rozelle - Proposed Speed Hump (Baludarri-Balmain Ward/ Balmain Electorate/ Leichhardt PAC)**

**SUMMARY**

As part of the 2019/20 Traffic Facilities (LATM) Capital Works Program, Council is proposing a speed hump in Park Street, Rozelle to improve safety and calm traffic in the street. The works have been proposed in response to residents' concerns about speeding vehicles in the street.

**Officer's Recommendation**

THAT the detailed design plan for the watts profile speed hump and associated signposting and line marking in Park Street, Rozelle (as per the attached plan No. 10068) be approved.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the detailed design plan for the watts profile speed hump and associated signposting and line marking in Park Street, Rozelle (as per the attached plan No. 10068) be approved.**

**For motion:** Unanimous

**LTC0519 Item 3 Starling Street, Rozelle - Proposed Kerb Blister (Baludarri-Balmain Ward/ Balmain Electorate/ Leichhardt PAC)**

**SUMMARY**

Council is proposing intersection improvement works in Starling Street at the intersection of Mansfield Street, Rozelle. Concerns have been raised regarding vehicles causing building damage to No.92 Mansfield Street, Rozelle whilst manoeuvring near the corner of Mansfield Street and Starling Street, Rozelle.

**Officer's Recommendation**

THAT the detailed design plan for a kerb blister with associated garden beds, asphalt re-sheeting and associated signposting and line marking in Starling Street at Mansfield Street, Rozelle (as per the attached plan No. 10067) be approved.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the detailed design plan for a kerb blister with associated garden beds, asphalt re-sheeting and associated signposting and line marking in Starling Street at Mansfield Street, Rozelle (as per the attached plan No. 10067) be approved.**

**For motion:** Unanimous

**LTC0519 Item 4 Darling Street at Elliott, Balmain - Proposed Speed Cushions  
(Baludarri-Balmain Ward/ Balmain Electorate/ Leichhardt PAC)****SUMMARY**

A detailed design plan has been finalised for a proposed speed calming treatment in Darling Street at Elliott Street, Balmain. The proposed works includes installation of two asphalt speed cushions, associated signage and line markings on approach to the raised pedestrian (zebra) crossing on Darling Street at Elliott Street, Balmain to improve pedestrian safety.

**Officer's Recommendation**

THAT the detailed design plan for two asphalt speed cushions and associated signs and line marking on approach to the raised pedestrian (zebra) crossing on Darling Street near Elliott Street, Balmain (Design Plan No.10072) be approved.

**DISCUSSION**

The Inner West Bicycle Coalition representative requested the relocation of the speed cushion on the western approach to Elliot Street. The representative stated that as the speed cushion is adjacent to the parking lane, cyclists are at risk of being doored when manoeuvring around the speed cushion. Council Officers stated that the speed cushion could be moved slightly towards Elliot Street so that it is not located next to the parking lane.

The Inner West Bicycle Coalition representative also requested that the bike symbols on Darling Street be re-marked if the speed cushions are installed on top of the existing symbols. The representative tabled an email from the Leichhardt Bicycle User Group requesting the reinstatement of bike symbols after the installation of speed cushions. Council Officers agreed to this request.

Council Officers tabled late comments from a resident generally supporting the recommendation.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the detailed design plan for two asphalt speed cushions and associated signs and line marking on approach to the raised pedestrian (zebra) crossing on Darling Street near Elliott Street, Balmain (Design Plan No.10072) be approved, subject to the relocation of the speed cushion on the western approach to Elliot Street slightly towards Elliot Street away from the parking lane.**

**For motion: Unanimous**

**LTC0519 Item 5 Temporary Full Road Closure – Smith Street (between Lackey Street and Nowrairie Street, Summer Hill, for Development sewer work connection. (Djarrawunang-Ashfield Ward/Summer Hill Electorate/ Burwood PAC)****SUMMARY**

An application has been received from Complete Build Pty Ltd for the temporary full road closure of Smith Street, between Lackey Street and Nowrairie Street, Summer Hill, for development sewer work connection.

**Officer's Recommendation**

THAT the proposed temporary full road closure of Smith Street (between Lackey Street and Nowraine Street, Summer Hill, from Monday, 3 June to 17 June 2019, between 9.00am-3.00pm for sewer works be approved; subject to, but not limited to, the following conditions:

1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
2. All affected residents and businesses, including the NSW Police Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and
3. The occupation of the road carriageway must not occur until the road has been physically closed.

**DISCUSSION**

Council Officers advised that RMS supported the proposal, subject to RMS approval of the TMP.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the proposed temporary full road closure of Smith Street (between Lackey Street and Nowraine Street, Summer Hill, from Monday, 3 June to 17 June 2019, between 9.00am-3.00pm for sewer works be approved; subject to, but not limited to, the following conditions:**

- 1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- 2. All affected residents and businesses, including the NSW Police Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and**
- 3. The occupation of the road carriageway must not occur until the road has been physically closed.**

**For motion: Unanimous**

**LTC0519 Item 6 Lawson Avenue, Marrickville – Amended Raised Threshold Design Plan No. 6198\_A (Midjuburi-Marrickville Ward/ Summer Hill Electorate/ Inner West PAC)**

**SUMMARY**

An amended detailed design plan has been finalised for the proposed raised threshold treatment in Lawson Avenue, Marrickville. The works are part of road, footpath and flooding improvements in Lawson Avenue, Marrickville.

**Officer's Recommendation**

THAT the amended detailed design plan (Design Plan No.6198\_A) for the raised threshold in Lawson Avenue, Marrickville be APPROVED.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT the amended detailed design plan (Design Plan No.6198\_A) for the raised threshold in Lawson Avenue, Marrickville be APPROVED.**

**For motion: Unanimous**

**LTC0519 Item 7 Queen Street, Croydon - Proposed Pedestrian Refuge  
(Gulgadya-Leichardt Ward/Strathfield Electorate/Burwood PAC)**

### **SUMMARY**

Requests over time have been made by residents for a safe crossing facility to be provided in Queen Street, Croydon, near Jones Street to access various sporting and recreational facilities in the area. As part of Council's capital works program, a proposed pedestrian refuge facility is listed for construction at the above location to improve pedestrian safety and provide traffic calming.

### **Officer's Recommendation**

THAT

1. The detailed design plan (Design Plan No. 10071) for the proposed pedestrian refuge in Queen Street, west of Jones Street, Croydon, be approved.
2. A 'Caution Driveway' sign (W2-206-1) be considered following installation of the refuge on the eastern approach to the refuge facing westbound traffic, if required.

### **DISCUSSION**

*Public speaker: Ms Kathleen Sexton attended at 10.06am.*

Ms Sexton stated that she supported the proposed pedestrian refuge and believes she represents the residents of Jones Street in supporting the proposal.

*(Ms Sexton left at 10.11am)*

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

THAT

1. The detailed design plan (Design Plan No. 10071) for the proposed pedestrian refuge in Queen Street, west of Jones Street, Croydon, be approved.
2. A 'Caution Driveway' sign (W2-206-1) be considered following installation of the refuge on the eastern approach to the refuge facing westbound traffic, if required.

**For motion: Unanimous**

**LTC0519 Item 8 Minor Traffic Facilities (All Wards/ All Electorates/ All PACs)****SUMMARY**

This report considers minor traffic facility applications by Inner West Council, and includes 'Disabled Parking' and 'Works Zone' requests.

**Officer's Recommendation**

THAT:

1. A 6m 'Disabled Parking' zone be removed in front of No. 20 Silver Street, Marrickville;
2. A 6m 'Disabled Parking' zone be removed in front of No. 42 Hubert Street, Leichhardt;
3. A 6m 'Disabled Parking' zone be removed in front of No. 1 Pearson Street, Balmain East, and the 2P resident parking be reinstated;
4. A 6m 'Disabled Parking' zone be removed in front of No. 9 Don St, Newtown;
5. A 6m 'Disabled Parking' zone be installed in front of No. 24 Annesley Street, Leichhardt;
6. A 6m 'Disabled Parking' zone be installed in front of No. 169 Elswick Street, Leichhardt;
7. A 6m 'Disabled Parking 8am-5pm' zone be installed in front of No. 2 Herbert Street, Dulwich Hill replacing the existing 1P parking restrictions;
8. A 9m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in front of No. 3 Hartley Street, Rozelle for 12 weeks;
9. A 12m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in front of No. 7 Palace Street, Petersham for 6 weeks;
10. A 9m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in front of No.110-112 Edith Street, Leichhardt for 26 weeks and then be reviewed for a time extension and;
11. A 45m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in Hunter Street, on the side boundary of No.127 New Canterbury Road, Lewisham for 12 weeks, subject to written consent being received from the directly affected property.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

THAT:

1. **A 6m 'Disabled Parking' zone be removed in front of No. 20 Silver Street, Marrickville;**

2. A 6m 'Disabled Parking' zone be removed in front of No. 42 Hubert Street, Leichhardt;
3. A 6m 'Disabled Parking' zone be removed in front of No. 1 Pearson Street, Balmain East, and the 2P resident parking be reinstated;
4. A 6m 'Disabled Parking' zone be removed in front of No. 9 Don St, Newtown;
5. A 6m 'Disabled Parking' zone be installed in front of No. 24 Annesley Street, Leichhardt;
6. A 6m 'Disabled Parking' zone be installed in front of No. 169 Elswick Street, Leichhardt;
7. A 6m 'Disabled Parking 8am-5pm' zone be installed in front of No. 2 Herbert Street, Dulwich Hill replacing the existing 1P parking restrictions;
8. A 9m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in front of No. 3 Hartley Street, Rozelle for 12 weeks;
9. A 12m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in front of No. 7 Palace Street, Petersham for 6 weeks;
10. A 9m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in front of No.110-112 Edith Street, Leichhardt for 26 weeks and then be reviewed for a time extension and;
11. A 45m 'Works Zone 7:00am – 6:00pm Mon-Fri and 8.00am-1.00pm Sat' be installed in Hunter Street, on the side boundary of No.127 New Canterbury Road, Lewisham for 12 weeks, subject to written consent being received from the directly affected property.

**For motion: Unanimous**

**LTC0519 Item 9 Smith Street, Marrickville - Proposed Permit Parking (Midjuburi-Marrickville Ward/ Summer Hill Electorate/ Inner West PAC)**

**SUMMARY**

Council is proposing the introduction of permit parking restrictions in Smith Street, Marrickville following representations from residents. The area is a mixed industrial and residential use and it is recognised that parking for the industrial users should also be considered. The permit parking proposal is limited to sections outside residential homes. Smith Street adjoins Fitzroy Street when in February 2019, permit parking was introduced between Smith Street and Edinburgh Road.

**Officer's Recommendation**

**THAT:**

1. Implementation of '2P Permit Holders Excepted 8:30am-6:30pm Monday to Friday Area M19' in Smith Street (northern side) between 1 meter east of driveway on boundary of property no. 53A Smith Street and 1 meter west of Smith Street entrance to driveway of 62 Fitzroy Street (total length approx. 13.3 meters) be approved;
2. Implementation of '2P Permit Holders Excepted 8:30am-6:30pm Monday to Friday



Area M19' in Smith Street (southern side) between 5.5 meters east of driveway of property no. 36 Smith Street and 1 meter west of driveway of property no. 50 Smith Street (total length approx. 24 meters) be approved; and

3. Implementation of '2P Permit Holders Excepted 8:30am-6:30pm Monday to Friday Area M19' in Smith Street (southern side) directly adjacent to property Nos. 54-56 Smith; be approved.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT:**

1. Implementation of '2P Permit Holders Excepted 8:30am-6:30pm Monday to Friday Area M19' in Smith Street (northern side) between 1 metre east of driveway on boundary of property no. 53A Smith Street and 1 metre west of Smith Street entrance to driveway of 62 Fitzroy Street (total length approx. 13.3 metres) be approved;
2. Implementation of '2P Permit Holders Excepted 8:30am-6:30pm Monday to Friday Area M19' in Smith Street (southern side) between 5.5 metres east of driveway of property no. 36 Smith Street and 1 metre west of driveway of property no. 50 Smith Street (total length approx. 24 metres) be approved; and
3. Implementation of '2P Permit Holders Excepted 8:30am-6:30pm Monday to Friday Area M19' in Smith Street (southern side) directly adjacent to property Nos. 54-56 Smith; be approved.

**For motion:** Unanimous

### **LTC0519 Item 10 Kingston Lane, Camperdown - Proposed Parking Restrictions (Damun-Stanmore Ward/ Newtown Electorate/ Inner West PAC)**

### **SUMMARY**

Following representations from a resident, Council is proposing to introduce 'No Parking' restrictions in Kingston Lane between Rowley Lane and Rowley Street in order to improve access to off-street parking and the thoroughfare.

### **Officer's Recommendation**

THAT the implementation of 'No Parking' in Kingston Lane, Camperdown (eastern side) between Rowley Lane and Rowley Street, be approved.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT** the implementation of 'No Parking' in Kingston Lane, Camperdown (eastern side) between Rowley Lane and Rowley Street, be approved.

**For motion:** Unanimous

**LTC0519 Item 11 Booth Street at Collins Lane, Annandale - Proposed 'No Stopping' restriction (Gulgadya-Leichhardt Ward / Balmain Electorate / Leichhardt PAC)**

### **SUMMARY**

Council has received concerns regarding vehicles parking too close to the intersection of Booth Street and Collins Lane, Annandale, within the statutory 10m 'No Stopping' zone. Parking in this manner obstructs manoeuvring space, as well as vehicle to vehicle sightlines and vehicle to pedestrian sightlines.

### **Officer's Recommendation**

THAT a 15m 'No Stopping' zone be installed on the southern side of Booth Street, east of Collins Lane, Annandale.

### **DISCUSSION**

*Public speaker: Mr Brian Allen and Ms Irene Allen attended at 10.13am.*

Ms Allen and Mr Allen did not support the proposal as it will inhibit parking at the front of their property.

*(Mr Allen and Ms Allen left at 10.16am)*

Officers requested to investigate whether the 'No Stopping' zone on the southern side of Booth Street at the corner of Annandale Street could be reduced to accommodate one extra parking space, its proximity to a pedestrian refuge being noted. It was noted that parking is permitted in the adjacent laneway and that Booth Street west of View Street does not have a Resident Parking Scheme and parking in the street is often utilised by bus commuters.

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT a 15m 'No Stopping' zone be installed on the southern side of Booth Street, east of Collins Lane, Annandale.**

**For motion:** Unanimous

**LTC0519 Item 12 Collins Lane, Annandale - Proposed 'No Parking' zone (Gulgadya-Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)**

### **SUMMARY**

Council received concerns from a resident of Young Street, Annandale regarding vehicles parking on the eastern side of Collins Lane, Annandale and subsequently obstructing rear driveway access for property No.175A Young Street.

### **Officer's Recommendation**

THAT a 3.5m 'No Parking' zone be installed on the eastern side of Collins Lane, between the driveways of No.150 and No.148 Annandale Street and opposite the rear garage of No.175A

Young Street, Annandale.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT a 3.5m 'No Parking' zone be installed on the eastern side of Collins Lane, between the driveways of No.150 and No.148 Annandale Street and opposite the rear garage of No.175A Young Street, Annandale.**

**For motion: Unanimous**

**LTC0519 Item 13 Derbyshire Road and Moore Street West, Leichhardt - 'No Parking' and 'No Stopping' restrictions (Gulgadya-Leichhardt Ward / Balmain Electorate / Leichhardt PAC)**

### **SUMMARY**

Concerns have been raised by Sydney Secondary College regarding vehicles parking in the cul-de-sac at the rear of the Sydney Secondary College on Moore Street West, Leichhardt and subsequently obstructing vehicular manoeuvrability and access for waste collection.

### **Officer's Recommendation**

THAT:

1. The existing 'No Parking' zone on the western side of Derbyshire Road, south of William Street be extended to include the Moore Street West Cul-de-sac (approx. 60m extension); and
2. A 12.2m 'No Stopping' zone followed by a 7.5m 'No Parking' zone be installed on the eastern side of Derbyshire Road, south of William Street, subject to activation of the car park at No.29 Derbyshire Road.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

THAT:

1. **The existing 'No Parking' zone on the western side of Derbyshire Road, south of William Street be extended to include the Moore Street West Cul-de-sac (approx. 60m extension); and**
2. **A 12.2m 'No Stopping' zone followed by a 7.5m 'No Parking' zone be installed on the eastern side of Derbyshire Road, south of William Street, subject to activation of the car park at No.29 Derbyshire Road.**

**For motion: Unanimous**

**LTC0519 Item 14 Beames Street, Lilyfield - Angle Parking and Road Reconstruction  
(Baludarri-Balmain Ward / Balmain Electorate / Leichhardt PAC)****SUMMARY**

Detailed design plans have been prepared for the provision of '90 degree angle parking, vehicles under 6m only' restrictions; 'No Stopping' restrictions; improvements to the kerb and gutter, footpath and roadway in Beames Street, Lilyfield (between City West Link and the dead-end).

**Officer's Recommendation**

THAT the '90 degree angle parking, vehicles under 6m only' restrictions; 'No Stopping' restrictions; kerb and gutter, footpaths and roadway improvements with associated linemarking and signposting in Beames Street, Lilyfield (as per Design Plan No. 10061) be approved.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the '90 degree angle parking, vehicles under 6m only' restrictions; 'No Stopping' restrictions; kerb and gutter, footpaths and roadway improvements with associated linemarking and signposting in Beames Street, Lilyfield (as per Design Plan No. 10061) be approved.**

**For motion:** Unanimous

**LTC0519 Item 15 Hercules Street, Ashfield – Amendment to Disabled Parking Signage.  
(Djarrawunang-Ashfield Ward/Summer Hill Electorate/ Burwood PAC)****SUMMARY**

An audit of the current signage in Hercules Street, Ashfield by Council Officers has found that current operation times on the Disabled Parking sign were incorrect and need to be amended.

**Officer's Recommendation**

THAT the 'Disabled Parking' restrictions on the eastern side of Hercules Street, between Brown Street and Drakes Lane, be amended from '2P Disabled Parking 10am-6pm Mon – Sun' to 'Disabled Parking Only 10am-6pm Mon –Sun' to cover the time outside the Loading Zone period.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the 'Disabled Parking' restrictions on the eastern side of Hercules Street, between Brown Street and Drakes Lane, be amended from '2P Disabled Parking 10am-6pm Mon –Sun' to 'Disabled Parking Only 10am-6pm Mon –Sun' to cover the time outside the Loading Zone period.**

**For motion: Unanimous**

**LTC0519 Item 16 Ramsay Street at Walker Avenue, Haberfield - Proposed 'No Stopping' restriction (Gulgadya-Leichhardt Ward/ Summer Hill Electorate/ Burwood PAC)**

### **SUMMARY**

Council has received concerns regarding vehicles parking too close to the intersection of Ramsay Street and Walker Avenue, Haberfield, within the statutory 10m 'No Stopping' zone. Parking in this manner obstructs manoeuvring space, as well as vehicle to vehicle sightlines and vehicle to pedestrian sightlines.

### **Officer's Recommendation**

**THAT a 10m 'No Stopping' restriction be installed on the western side of Ramsay Street, south of Walker Avenue, Haberfield.**

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT a 10m 'No Stopping' restriction be installed on the western side of Ramsay Street, south of Walker Avenue, Haberfield.**

**For motion: Unanimous**

**LTC0519 Item 17 New Street, Ashfield – Proposed statutory 'No Stopping' in New Street at intersection with Queen Street. (Djarrawunang-Ashfield Ward/ Summer Hill Electorate/ Burwood PAC)**

### **SUMMARY**

A request has been made by a resident in New Street to have statutory 10 metres of 'No Stopping' placed on the southern corner of New Street at Queen Street, Ashfield. The restriction will aid to improve visibility and vehicle manoeuvrability at the intersection. The proposal will supplement the existing 'No Stopping' restriction on the opposite side of New Street.

### **Officer's Recommendation**

**THAT statutory 10 metres of 'No Stopping' restriction be placed on the southern side of New Street, west of Queen Street, Ashfield.**

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT statutory 10 metres of 'No Stopping' restriction be placed on the southern side of New Street, west of Queen Street, Ashfield.**

**For motion: Unanimous**

**LTC0519 Item 18 Stanmore Lane, Stanmore - Proposed 'No Parking' restrictions (Damun-Stanmore Ward/ Newtown Electorate/ Inner West PAC)**

**SUMMARY**

Representations have been received for the introduction of 'No Parking' restrictions in Stanmore Lane between the road closures at Rosevear Street and Douglas Street/Railway Avenue, in order to improve access to off-street parking and the thoroughfare.

**Officer's Recommendation**

THAT the installation of 'No Parking' restrictions in Stanmore Lane – southern side from its intersection with Rosevear Street (road closure) to its intersection with Douglas Street/Railway Avenue, Stanmore (road closure); be approved.

**DISCUSSION**

Council Officers tabled a late submission from a resident who supported the proposed 'No Parking' restrictions in Stanmore Lane.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the installation of 'No Parking' restrictions in Stanmore Lane – southern side from its intersection with Rosevear Street (road closure) to its intersection with Douglas Street/Railway Avenue, Stanmore (road closure); be approved.**

**For motion: Unanimous**

**LTC0519 Item 19 Edith Street and Regent Street, Leichhardt - Proposed 'No Stopping' restrictions (Gulgadya-Leichhardt Ward / Balmain Electorate / Leichhardt PAC)**

**SUMMARY**

Council has received concerns regarding vehicles parking too close to the intersection of Edith Street at Regent Street, Leichhardt, within the statutory 10m 'No Stopping' zones. Parking in this manner obstructs manoeuvring space, as well as vehicle to vehicle sightlines and vehicle to pedestrian sightlines. Parking too close to an intersection may also obstruct pedestrian crossing points at the intersection.

**Officer's Recommendation**

THAT:

1. An 11m 'No Stopping' zone be installed on the western side of Edith Street, south of Regent Street;

2. A 10m 'No Stopping' zone be installed on the eastern side of Edith Street, south of Regent Street; and
3. A 10m 'No Stopping' zones be installed on the southern side of Regent Street, east and west of Edith Street, Leichhardt.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT:**

1. An 11m 'No Stopping' zone be installed on the western side of Edith Street, south of Regent Street;
2. A 10m 'No Stopping' zone be installed on the eastern side of Edith Street, south of Regent Street; and
3. A 10m 'No Stopping' zones be installed on the southern side of Regent Street, east and west of Edith Street, Leichhardt.

**For motion:** Unanimous

**LTC0519 Item 20 Collins Lane, Annandale - Proposed 'No Parking' zone (Gulgadya-Leichhardt Ward/Balmain Electorate/Leichhardt PAC)**

### **SUMMARY**

Council has received concerns regarding obstructed driveway access in Collins Lane opposite the rear garage of No.176 Annandale Street, Annandale.

### **Officer's Recommendation**

THAT the existing 12m unrestricted parking space on the western side of Collins Lane at the rear of Nos.215-219 Young Street, Annandale be reduced to 5.5m by installing a 3.5m and 3m 'No Parking' zone on the southern and northern sides of the parking space respectively.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT the existing 12m unrestricted parking space on the western side of Collins Lane at the rear of Nos.215-219 Young Street, Annandale be reduced to 5.5m by installing a 3.5m and 3m 'No Parking' zone on the southern and northern sides of the parking space respectively.**

**For motion:** Unanimous

**LTC0519 Item 21 Norton Street, Leichhardt - Proposed Metered Parking Restriction (Gulgadya-Leichhardt Ward/Balmain Electorate/Leichhardt PAC)**

**SUMMARY**

The redevelopment of Nos.47-51 Norton Street, Leichhardt has been recently completed and this has created a 6m unrestricted parking space due to the redesign/relocation of the property's driveway, redesign/relocation of the existing garden bed and relocation of the 'No Stopping - Police Vehicles Excepted' restriction. This section of Norton Street, Leichhardt, between Parramatta Road and Marion Street is currently a metered parking area.

**Officer's Recommendation**

THAT a 6m '2P Ticket 8am-7pm Mon-Sat; 4P Ticket 8am-7pm Sun; Permit Holders Excepted Area L3' restriction be installed on the eastern side of Norton Street outside of property Nos.47-51 Norton Street, replacing the existing unrestricted parking space.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT a 6m '2P Ticket 8am-7pm Mon-Sat; 4P Ticket 8am-7pm Sun; Permit Holders Excepted Area L3' restriction be installed on the eastern side of Norton Street outside of property Nos.47-51 Norton Street, replacing the existing unrestricted parking space.**

**For motion: Unanimous**

**LTC0519 Item 22 Stewart Lane, Sydenham - Road Closure for Traffic Works  
(Midjumburi-Marrickville Ward/Heffron Electorate/ Inner West PAC)**

**SUMMARY**

Council has been advised that the Roads and Maritime Services (RMS) is planning to carry out upgrading work to the intersection of Railway Road and the Princes Highway, Sydenham, which will involve the closure of Stewart Lane for a period of 3 months from 31st May 2019. The works and road closure will be managed by the RMS under their authority.

**Officer's Recommendation**

THAT:

1. The temporary road closure of Stewart Lane, Sydenham for a period of 3 months from 31st May 2019 be approved by Roads and Maritime Services (RMS); and
2. The Traffic Management Plan as presented within the report by Roads and Maritime Services (RMS) for the temporary road closure of Stewart Lane, Sydenham be noted.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

THAT:

1. **The temporary road closure of Stewart Lane, Sydenham for a period of 3 months from 31st May 2019 be approved by Roads and Maritime Services (RMS); and**



2. The Traffic Management Plan as presented within the report by Roads and Maritime Services (RMS) for the temporary road closure of Stewart Lane, Sydenham be noted.

**For motion:** Unanimous

### **General Business**

#### **LTC0519 Item 23      Parking on Petersham Road, Marrickville**

Complaint regarding vehicles being parked on both sides of Petersham Road between Marrickville Road and Marrickville High School reducing the travel lanes to one lane and causing traffic issues. Council Officers will investigate extending the 'No Parking' zone in Petersham Road to prevent parking on both sides of the road.

#### **LTC0519 Item 24      Pedestrian crossings on Carrington Road, Tempe**

Tempe High School P&C have made representations requesting Council investigate installing a pedestrian crossing on Carrington Road at the corner of Renwick Street and adjacent Mackey Park as students frequently cross Carrington Road to access Mackey Park. Council Officers to investigate.

#### **LTC0519 Item 25      Pedestrian crossing signals at Richardson Crescent and Unwins Bridge Road, Tempe**

A request was made to review the pedestrian crossing signal time at the intersection of Richardson Crescent and Unwins Bridge Road to allow pedestrians sufficient time to cross the road. Matter to be taken up with RMS.

#### **LTC0519 Item 26      Parking on Croydon Road at Parramatta Road, Ashfield**

Parked vehicles on the eastern side of Croydon Road between Parramatta Road and West Street are forcing buses to cross double lines in Croydon Road. Transit Systems has been liaising with Council Officers and community consultation will be undertaken soon on the issue.

#### **LTC0519 Item 27      Heavy vehicles parked on Illawarra Road, Marrickville**

Concern regarding heavy vehicles parked on the southern end of Illawarra Road obstructing traffic sightlines for motorists turning into the road from Wharf Street. To be investigated.

#### **LTC0519 Item 28      Reducing speed limit in Sydenham Road, Marrickville**

Council Officers provided an update regarding a request to reduce the speed limit in Sydenham Road from 60km/h to 50km/h. Based on advice received from RMS regarding the criteria to meet in reducing speed limits, Council will be making a formal submission to RMS.

#### **LTC0519 Item 29      Fatality at intersection of Milton Street and Georges River Road, Ashfield**

A recent pedestrian fatality at the signalised intersection of Milton Street and Georges River Road, Ashfield is currently being investigated by the Centre for Road Safety.

**LTC0519 Item 30      Pedestrian crossing on City-West Link Road at Waratah Street, Haberfield**

The representative for the Member for Balmain stated that groups of students cross at the new signalised pedestrian crossing on City-West Link Road at Waratah Street. The pedestrian refuge in the middle of the crossing appears to be too small to fit groups of students and could be dangerous.

**LTC0519 Item 31      Accident Statistics in the Inner West**

The representative for the Member for Newtown requested statistics on the number of cyclist injuries and fatalities in the Inner West area. The representative also stated that 40km/h speed zones are being implemented in many residential streets in the City of Sydney area. It was advised that Council has recently moved to investigate installing 40km/h speed zone in residential streets of Inner West.

**LTC0519 Item 32      Bus Stop on Marion Street at Flood Street, Leichhardt**

It was stated that when two buses are parked in the bus stop in front of Market Place at the corner of Marion Street and Flood Street, the pedestrian crossing is blocked and this pushes pedestrians into traffic.

Transit Systems stated that an extension of the bus stop could be investigated and a memo can be sent to bus drivers to be aware of the problem and not proceed into the bus zone until there is sufficient space to accommodate a bus.

**LTC0519 Item 33      Proposed parking restrictions in Longport Street, Lewisham**

Council Officers advised that the proposal was adopted by Council and letters notifying residents of the implementation of new parking restrictions will be distributed soon.

Meeting closed at 10.42am.

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**Item No:** LTC0619 Item 1

**Subject:** Wharf Road, Birchgrove - 10km/h Shared Zone and Footpath Parking proposal (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

**Prepared By:** Manod Wickramasinghe - Coordinator – Traffic and Parking Services

## RECOMMENDATION

**THAT a '10km/h Shared Zone' and footpath parking scheme be installed in Wharf Road, Birchgrove between Grove Street and Lemm Street as per Attachment 1, subject to RMS approval.**

## BACKGROUND

In response to concerns raised by residents regarding parking conditions in Wharf Road, Council is proposing to provide a 10km/h Shared Zone and Footpath Parking Scheme in Wharf Road between Lemm Street and Grove Street, Birchgrove. Wharf Road was previously listed in the former Leichhardt Council's 'narrow streets program' and was identified as having a high demand for on-street parking. Site inspections and parking occupancy surveys undertaken by Council officers have indicated that a number of vehicles are parked on the footpath, particularly on the western section of the street.

This scheme would legalise parking on the footpath within marked parking bays, whilst maintaining a clear travel lane and provide improved pedestrian amenity.

### Site Location & Road Network

Street Name(s)	Wharf Road, Birchgrove
Section	Grove Street to Lemm Street
Traffic Volume	210 (2019 Traffic Count)
Recorded Accident History (5 year)	Nil.
Recorded 85% speed	31.5km/h (2019 Traffic Count)
Speed Limit	40km/h
Carriageway width	Approx. 6.2m
Carriageway Type	Two way street with kerb side parking
Road Classification (State, Regional, Local)	Local

## FINANCIAL IMPLICATIONS

Funding of \$30,000 has been allocated to this project for construction in the 2019/20 capital works program.

## OTHER STAFF COMMENTS

The initial concept plan has been revised as a result of the community consultation.

The revised concept plan is shown in **Attachment 1** outlines the proposed works on Wharf Road between Grove Street and Lemm Street and includes the following treatments:

- '10km/h Shared Zone' in Wharf Road between Grove Street and Lemm Street

- At-grade thresholds as an entry treatment
- Pavement surface colouring to modify the street environment to make drivers and pedestrians aware of the difference in the street environment from the surrounding road network.
- On-road marked parking bays
- Footpath parking bays
- Associated signposting and linemarking

This proposal will ensure pedestrian safety, access and amenity is maintained. It also ensures that a clear travel lane is maintained for emergency service vehicle access.

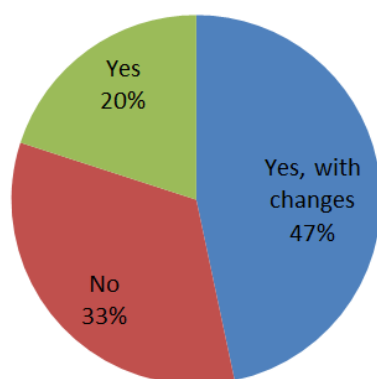
A gap between marked parking bays will be incorporated into the design to allow clear passage for pedestrians to access the primary access of their property where sufficient residual footpath is not provided.

A detailed design will be prepared based on the revised concept plan and residents comments.

## PUBLIC CONSULTATION

A letter outlining the above proposal was mailed to the affected 129 properties in Wharf Road, Grove Street and Ballast Point Road, requesting residents' views regarding the proposal (as indicated on the following plan).

30 responses were received with 6 in support, 14 in general support with request for changes and 10 in objection.



Resident comments related to the proposal have been outlined below.



Residents' Comment	Officer Comments
<b>Traffic and Parking Comments</b>	
The bay on the south side of Wharf Road immediately west of Lemm Street may restrict sight lines for vehicles turning into the street.  (2 similar comments)	The concept plan has been modified to address these concerns and individual comments will be further considered in the detailed design.
Parking bay obstructs potential for future driveways of Nos.37, 39, 41 Ballast Point	

**Item 1**

Road. (1 similar comments)	
Current plan shows a parking bay across my front gate. (3 similar comments)	
Footpath parking is not required in the section between No.25 Wharf Road and Lemm Street where the parking demand is less due to limited residential frontages and provision of off-street parking to residents. (5 similar comments)	
Could be difficult for large vehicles to pass through the street with footpath parking. (2 similar comments)	A 3m unobstructed travel lane will be provided.
Footpath parking should be provided on both sides of the street in narrower sections. (1 similar comments)	
Heavy vehicles (garbage trucks) have difficulty passing through Wharf Road and footpath parking will assist. (1 similar comments)	
Speed calming is not required as it is already a low-speed environment and humps create noise issues. (7 similar comments)	The speed cushions have been removed in the revised concept plan and replaced with at-grade thresholds as an entry treatment.
I support the traffic calming devices. (2 similar comments)	
Is currently a viable space outside No.20 Wharf Road and between Nos.20 and 22 Wharf Road. (1 similar comments)	These spaces have been added to the revised concept plan and individual comments will be further considered in the detailed design.
A further parking space can be provided between Nos.31 and 33 Wharf Road. (3 similar comments)	
There is currently a parking space in front of No.16-18 Wharf Road (1 similar comments)	This request will be considered as part of the detailed design.
A convex mirror should be provided around No.25/27 Wharf Road to improve sightlines. (2 similar comments)	Convex mirrors are not supported as they distort speed, distance and the size of pedestrians and motorists.
Investigate one-way restrictions in Wharf Road. (4 similar comments)	One-way restrictions reduce accessibility and encourage an increase in vehicle speeds which is not appropriate for a '10km Shared Zone' environment.  Wharf Road experiences low traffic volumes

	and passing opportunities are adequate to accommodate two way movement.
Driveway and Pedestrian Access Comments	
Footpaths should be for the exclusive use of pedestrians for safety.	This proposal provides a '10km/h Shared Zone' to allow pedestrians to walk along the road as they do now.
Can there be consistency in having on-street parking on the entire northern side of Wharf Road and footpath parking on the south side (where the footpath is obstructed anyway).  (2 similar comments)	Footpath parking has been provided in a manner to maximise parking and avoid sections of high-kerb.
Speed calming devices should be moved closer to Grove Street and should not interfere with driveway access.  (1 similar comments)	The speed cushions have been removed in the revised concept plan and replaced with at-grade thresholds as an entry treatment.
Parking adjacent to driveways may obstruct garage access.  (2 similar comments)	The Concept Plan has been modified to address some of these concerns and individual comments will be further considered in the detailed design through a swept path analysis.
Parking opposite to driveway may obstruct garage access.  (3 similar comments)	
General Comments	
Bus drivers turning into the bus turning area cause damage when they fail to raise their bus. They should also be advised how far they can enter Wharf Road.  (2 similar comments)	Council will liaise with Transit Systems to ensure bus drivers are aware of the requirement to raise the bus and will investigate whether improved signage and road pavement marking is required.
Does Council propose to introduce roll-top kerb as part of the proposal.  (1 similar comments)	Roll top kerb is not proposed. Footpath parking has generally been provided at locations with a standard or low kerb which has proved successful in other Footpath Parking schemes.
The proposal will harm the heritage aspect of the street.  (5 similar comments)	Supplementary mid-block signage has been removed from the revised concept plan.
Signage should be reduced due to the heritage nature of the area.  (1 similar comments)	
The eastern section Wharf Road from Lemm Street to Ronald Street should be included in the Shared Zone scheme (near Ballast Point Park) to reduce vehicle speeds.  (3 similar comments)	Footpath parking does not occur in this section of Wharf Road and so a 10km/h Shared Zone' and Footpath Parking scheme has not been proposed. Vehicle speeds in this section can be reviewed as a separate matter.
Residents should be able to park in front of their garages.  (2 similar comments)	It is illegal to park in front of a garage even if it is your own. Council is unable to mark a parking bay in front of a garage as part of this proposal and so it will effectively be a 'No Parking' zone and only allow drop-off and pick-up.

**Item 1**

<p>Is a 10km/h shared zone only applicable in the coloured area indicated.</p> <p>(1 similar comments)</p>	<p>The entire section of Wharf Road between Grove Street and Lemm Street is proposed to be a '10km/h Shared Zone'. The coloured areas are a coloured treatment to show a change in road environment and there is a midblock treatment to reinforce this change in environment.</p>
<p>There was a significant amount of construction previously in Wharf Road which has ceased. It could be wrong to change the parking conditions as this congestion has ceased.</p> <p>(1 similar comments)</p>	<p>This proposal has been provided in response to resident concerns regarding the existing Footpath Parking.</p>
<p>The area has been working well in an informal way and no change should be made.</p> <p>(2 similar comments)</p>	

**CONCLUSION**

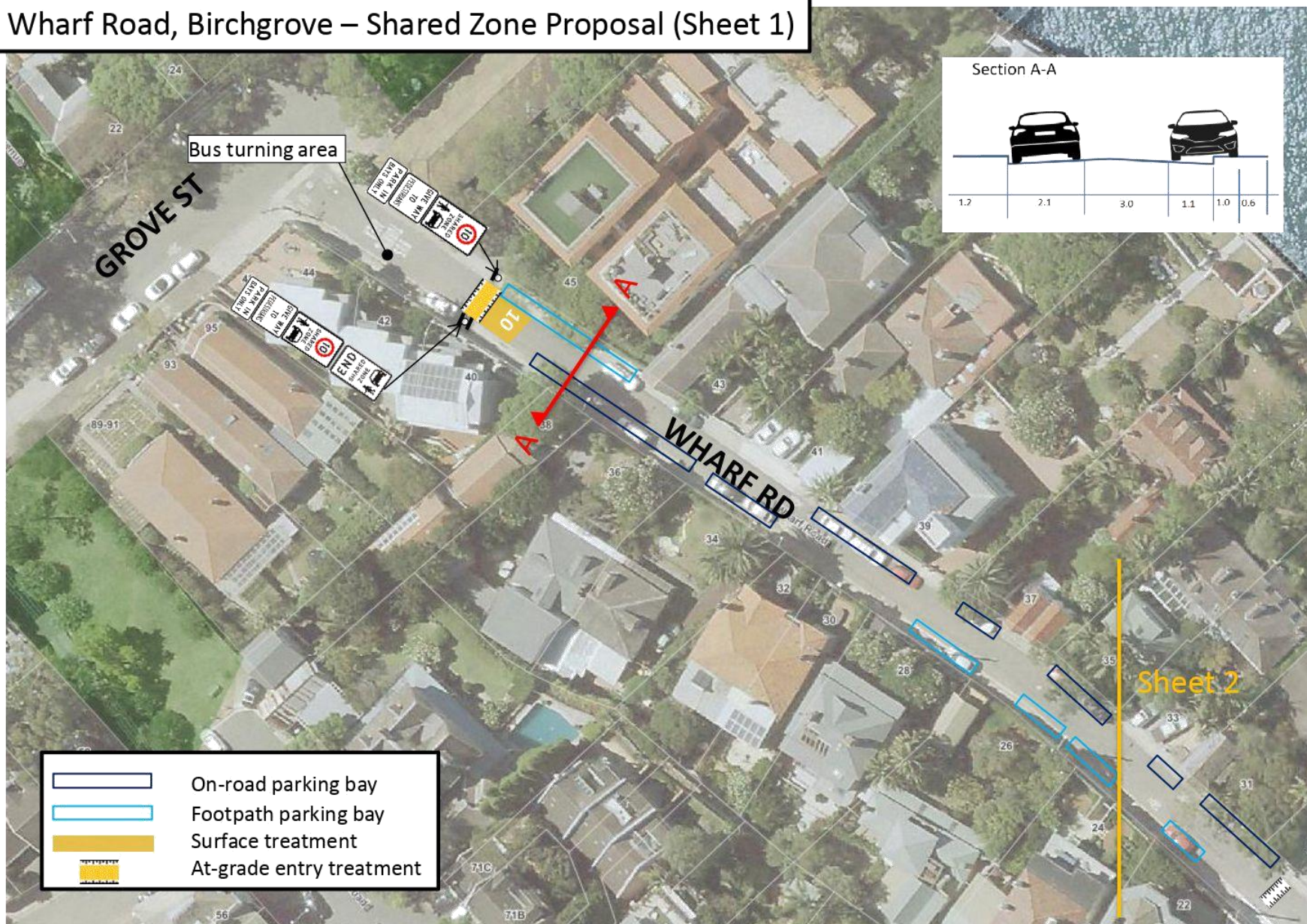
The initially consulted concept plan has been refined based on resident feedback and is presented in this report for approval. A detailed design will be prepared for further consultation with residents prior to being forwarded to RMS for its approval.

**ATTACHMENTS**

1. [↓](#) Wharf Road Birchgrove - revised concept plan

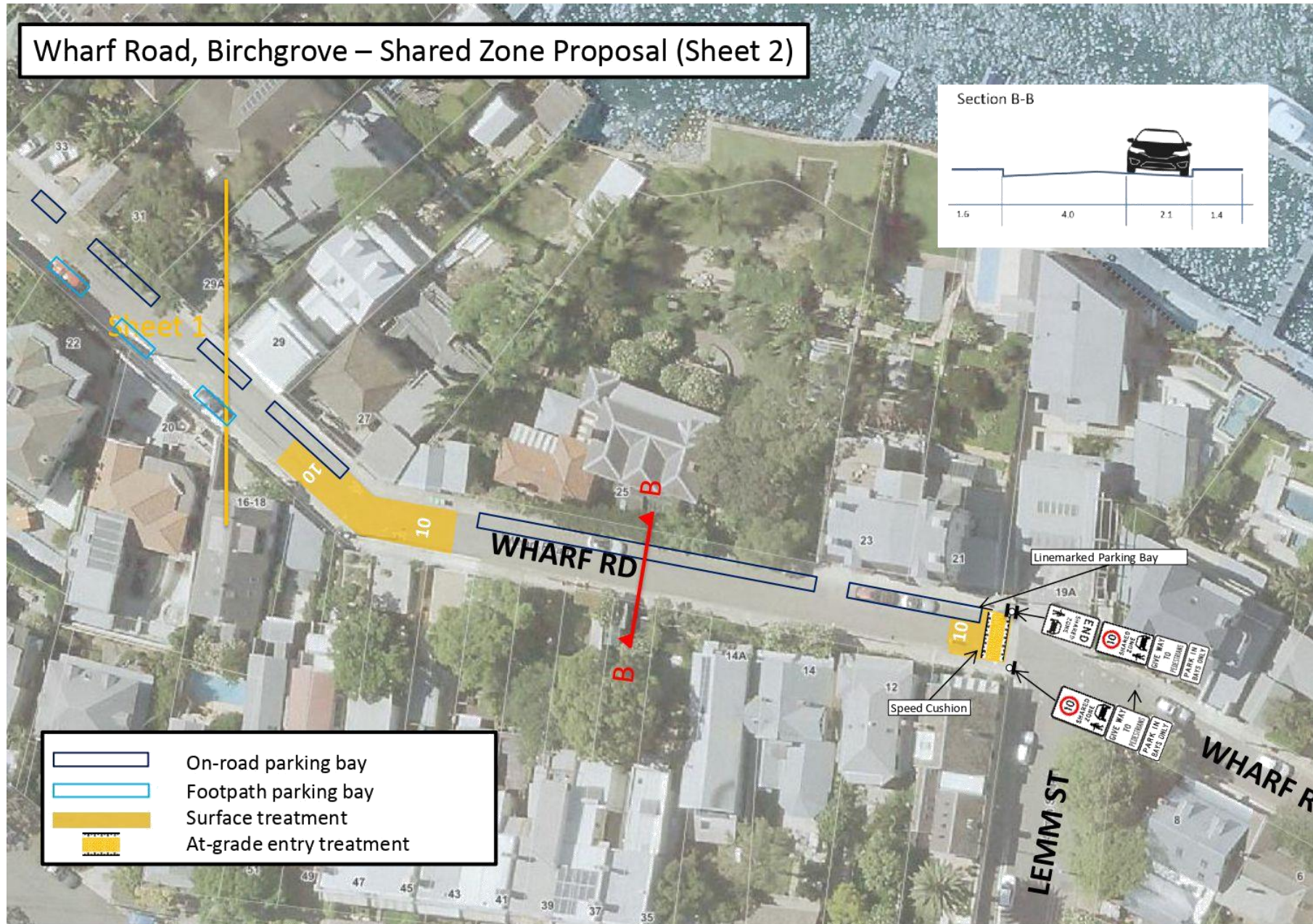


Wharf Road, Birchgrove – Shared Zone Proposal (Sheet 1)





**Wharf Road, Birchgrove – Shared Zone Proposal (Sheet 2)**



Item 1

Attachment 1

**Item No:** LTC0619 Item 2

**Subject:** MULLENS, BEATTIE AND MONTAGUE STREETS, BALMAIN - PROPOSED INTERSECTION TREATMENTS (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

**Prepared By:** Vinoth Srinivasan - Engineer - Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

## RECOMMENDATION

**THAT the detailed design plan for the speed cushions and associated signs and line marking on approach to the roundabout at Mullens Street, Beattie Street and Montague Street, Balmain (as per Design Plan No.10075) be APPROVED.**

## BACKGROUND

The roundabout at the intersection of Mullens Street, Beattie Street and Montague Street, Balmain has been identified as a location that requires traffic calming measures to improve safety at the intersection.

A review of 5 year RMS crash history (June 2012 to June 2017) has revealed that there had been six injury crashes at the roundabout and further analysis of the crash data revealed that speed was a main contributor in a number of these crashes.

Council is proposing to install three (3) new speed cushions and associated signage at the roundabout on Mullens Street, Beattie Street and Montague Street, Balmain to reduce speeds and improve road safety for pedestrians and motorists at the intersection.

The detailed design plans have been finalised for the proposed works together with community consultation and are presented in this report for consideration.

### Site Location & Road Network

Street Name(s)	Mullens Street, Beattie Street and Montague Street
Section	Intersection
Traffic Volume	Mullens Street (Reynolds to Goodsir Street) – 12,308 vpd (2012 Traffic Count) Beattie Street (Lawson Street to Evans Street) – 5,246 vpd (2014 Traffic Count)
Recorded Accident History (5 year)	6 injury crashes
Recorded 85% speed	Mullens Street (Reynolds to Goodsir Street) – 41km/h (2012 Traffic Count) Beattie Street (Lawson Street to Evans Street) – 35.9km/h
Speed Limit	40km/h
Carriageway width	Mullens Street – approx 9.5m Beattie Street – approx. 9.6m Montague Street – approx 9.6m
Carriageway Type	All streets are two way with one travel lane in each direction and kerb side parking lanes
Road Classification (State, Regional, Local)	Mullens Street – Regional road Beattie Street – Local road Montague Street – Regional road





*Figure 1 – site locality*

## **FINANCIAL IMPLICATIONS**

Funding of \$34,300 has been allocated to this project for construction in the 2019/2020 Capital Works Program and the proposal has received RMS funding as part of the 2019/20 Safer Roads Program.

## **OTHER STAFF COMMENTS**

Council has recently installed a raised pedestrian (zebra) crossing on Mullens Street, on the southern approach of the existing roundabout to improve traffic conditions and road safety at this location.

### Design Plan No. 10075

A detailed design plan is shown in **Attachment 1** for the proposed installation of three (3) speed cushions and associated signage at the intersection of the Mullens, Beattie and Montague Streets, Balmain and is submitted for consideration.

The proposed scope of works includes the following:

- Construction of three (3) asphalt speed cushions at the intersection of Beattie Street/Mullens Street/Montague Street (on the western, northern, and eastern approaches), and
- Installation of associated signage and line marking.

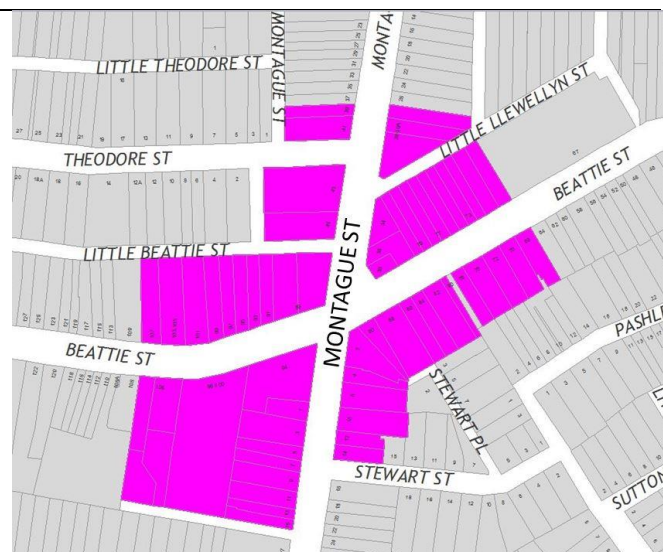
These speed cushions will assist in reducing vehicular speeds approaching the roundabout noting that there is limited deflection achieved in the current roundabout layout due to the site constraints and narrow carriageways.

This proposal will not result in the loss of any on-street parking spaces.

## **PUBLIC CONSULTATION**

Consultation was conducted between 16 April 2019 and 17 May 2019. A letter as well as a copy of the design plan was sent to the local residents in Montague Street, Beattie Street and Mullens Street, Balmain. A total of 170 letters were distributed (as indicated in the plan).

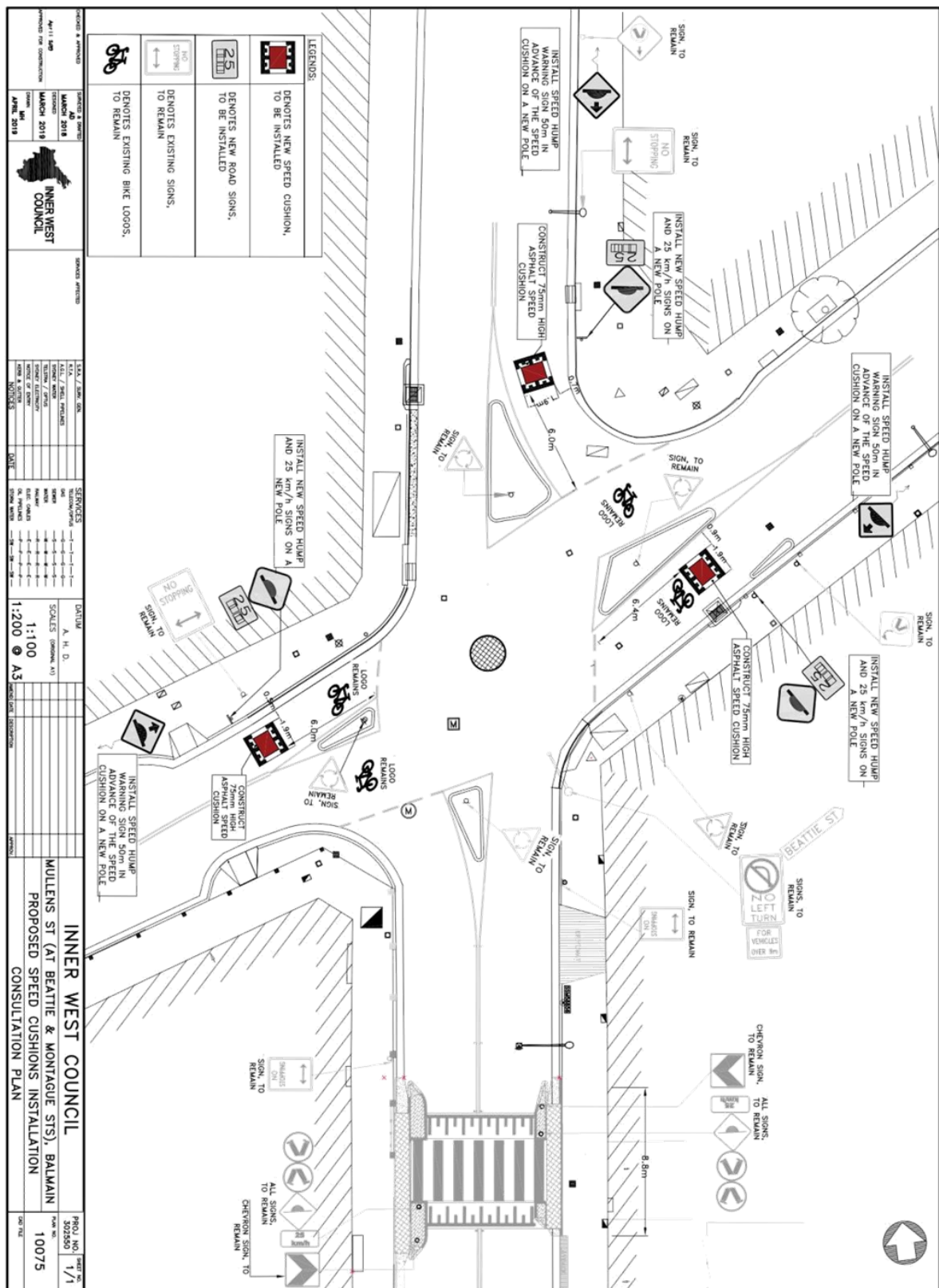
Two (2) responses were received.



Residents' Comments	Officer Comments
<p>We support Council's proposal as traffic volumes and speed on Beattie Street has increased as it is used as an unofficial shortcut.</p> <p>Council should investigate speed cushions in the section of Beattie Street between Mullens Street and Palmer Street (closer to Balmain village) to match the rest of Beattie Street.</p>	<p>The request for further traffic calming measures on Beattie Street will be listed for investigation as part of a future Local Area Traffic Management (LATM) study in this area.</p>
<p>I believe proposed cushions should be located further away from the intersection as speeding occurs midblock of all three streets.</p>	<p>The speed cushions are in place to address speed levels through the intersection and are not intended to address midblock speeding issues.</p>

## ATTACHMENTS

- [1. Detailed Design Plan - Montague Street, Beattie Street and Mullens Street](#)



**Item No:** LTC0619 Item 3

**Subject:** CRESCENT STREET AND BOOMERANG STREET, HABERFIELD -  
PROPOSED REFUGE ISLAND AND SPEED CUSHION (GULGADYA-  
LEICHHARDT WARD/ SUMMER HILL ELECTORATE/ BURWOOD PAC)

**Prepared By:** David Yu - Engineer - Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

## RECOMMENDATION

**THAT** the detailed design plan for the kerb blister islands, speed cushions and associated signposting and linemarking in Crescent Street and Boomerang Street, Haberfield (as per the attached plan No. 10074) be approved.

## BACKGROUND

As part of the 2019/20 Traffic Facilities (LATM) Capital Works Program, Council is proposing to construct a pedestrian refuge island in Crescent Street at Boomerang Street and install speed cushions in Boomerang Street, north of Crescent Street, Haberfield to improve safety and calm traffic in the street.

Currently, there are only existing median islands at all approaches to the intersection of Boomerang Street and Crescent Street, Haberfield.

A detailed design plan has been finalised for the proposed works together with community consultation and are presented in this report for consideration.

### Site location & Road Network

Street Name(s)	Crescent Street and Boomerang Street, Haberfield
Section	Intersection
Traffic Volume	-
Recorded Accident History (5 year)	Nil.
Recorded 85% speed	-
Speed Limit	50km/h
Carriageway width	Crescent Street - 12.6m Boomerang Street - 11.6m
Carriageway Type	Boomerang Street - Two way with kerb side parking on both sides of the street Crescent Street - Two way with kerb side parking on both sides of the street

## FINANCIAL IMPLICATIONS

Funding of \$40,000 has been allocated to this project for construction in the 2019/20 capital works program.

## OTHER STAFF COMMENTS

The detailed design plan shown in **Attachment 1** outlines the proposed works at the Crescent Street and Boomerang Street intersection and includes the following treatments:

- Construction of a new pedestrian refuge island in Crescent Street at Boomerang Street;
- Reconstruction of kerb ramps;
- Construction of a kerb extension on the north-east corner of the Crescent Street and Boomerang Street intersection;
- Installation of two asphalt speed cushions on Boomerang Street, north of Crescent Street;
- Construction of a kerb blister island on Crescent Street; and
- Installation of associated signage and linemarking

There will be a loss of two (2) parking spaces associated with the construction works.

It should be noted that there is a bus route along Crescent Street and Boomerang Street (Route 406), and the proposal can accommodate the bus movements as confirmed by a separate swept path analysis.

### PUBLIC CONSULTATION

A letter outlining this proposal was mailed out to the affected properties (36 properties) in Crescent Street and Boomerang Street, Haberfield, requesting residents' views regarding the proposal (as indicated on the following plan).



A total of two (2) responses were received, both in objection of the proposal.

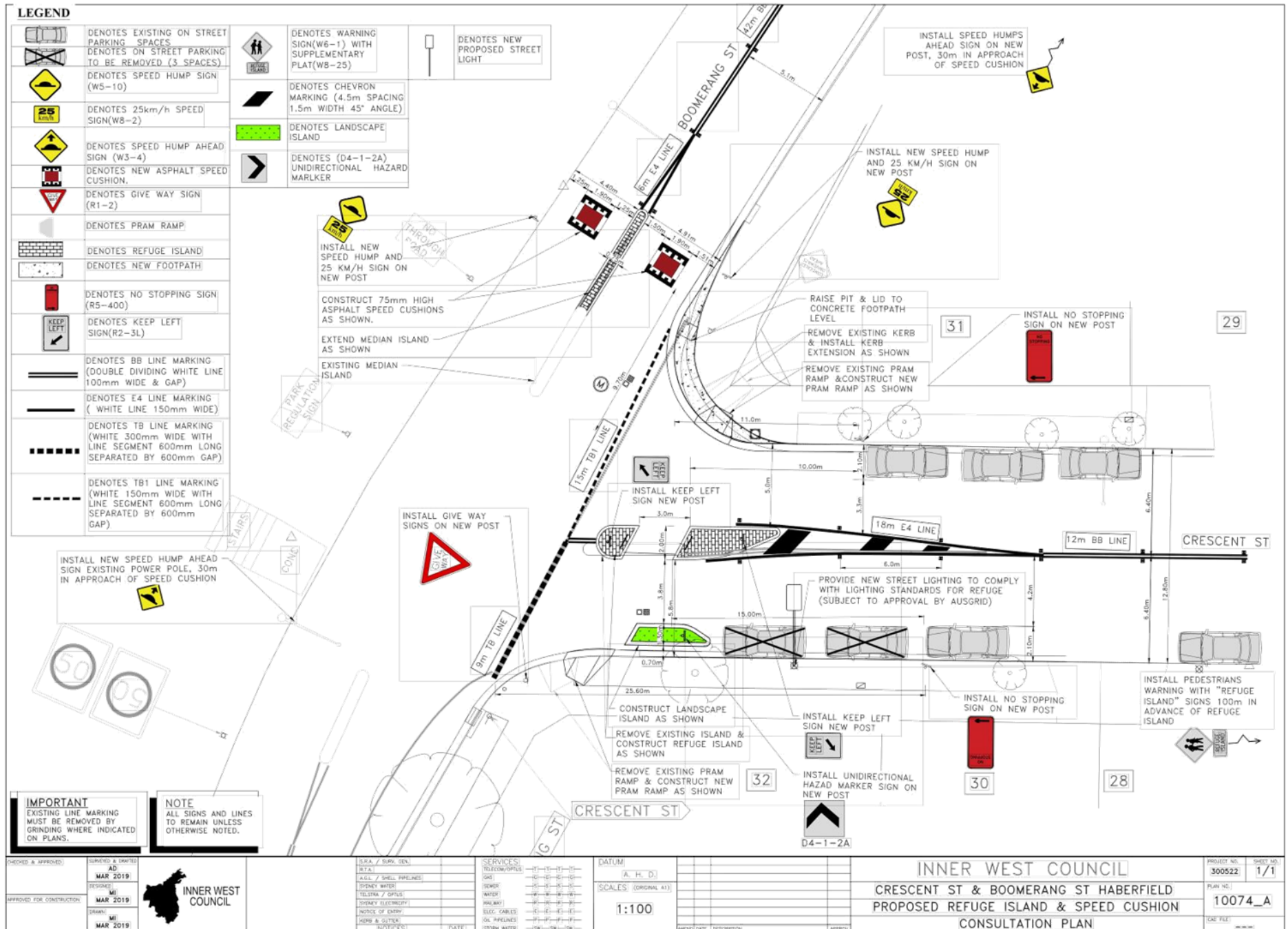
Residents' Comments	Officer Comments
The proposed new pedestrian refuge will remove two of the three car parking spaces immediately in front of our house.	The proposal has been modified to retain one of the three (3) car parking spaces that were originally proposed to be removed. Therefore, the amended proposal would result in a loss of two (2) car parking spaces.



<p>There is much more pedestrian traffic across Boomerang Street than across Crescent Street.</p> <p>There is relatively little pedestrian traffic across Crescent St at this intersection.</p> <p>The more useful pedestrian refuge would be on Boomerang Street, south of the intersection with Crescent Street.</p> <p>It may also be possible to construct a kerb extension on the eastern gutter of Boomerang Street (immediately south of the intersection).</p>	<p>The proposed treatments were identified in the Ashfield Traffic Management Strategy (ATMS) to address speed related issues at the intersection of Boomerang Street and Crescent Street, Haberfield.</p> <p>The proposal is expected to provide a traffic calming impact at the intersection and will improve pedestrian amenity by reducing the crossing distance (currently 20m) in Crescent Street, which is wider than Boomerang Street.</p> <p>Improvements to the crossing points around Robson Park can be considered as part of a future Local Area Traffic Management scheme.</p>
<p>Large trucks sometimes struggle to negotiate this intersection because of the placement of the existing islands and associated signage.</p>	<p>Swept path analysis has been undertaken to consider trucks and buses turning at the intersection of Crescent Street and Boomerang Street.</p>

## ATTACHMENTS

1. [Download](#) Crescent Street and Boomerang Street, Haberfield - Proposed Traffic Calming Measures



**Item No:** LTC0619 Item 4

**Subject:** CENTENNIAL STREET, MARRICKVILLE – TEMPORARY ROAD CLOSURE FOR SPECIAL EVENT AT HENSON PARK – BEER, FOOTY AND FOOD FESTIVAL ON SATURDAY 27 JULY 2019 (MIDJUBURI-MARRICKVILLE WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)

**Prepared By:** Jennifer Adams - Engineer – Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

A S68 Application (201900002) has been received from the Music & Booze Company together with the Newtown Rugby League Football Club to hold the Beer, Footy and Food Festival 2019 on Saturday 27 July 2019 at Henson Park Oval and on Centennial Street, Marrickville between Sydenham Road and the entrance gate to Henson Park Oval.

It is recommended that Council agree to the temporary full road closure of the subject section of Centennial Street, Marrickville on Saturday 27 July 2019 (weather permitting) or alternatively on Saturday 24 August 2019 between 8.00am and 8.00pm, subject to complying with the following conditions; apply to the RMS for consent to close the subject road, subject to the event being advertised, a Traffic Management Plan be submitted to the RMS for approval, a Road Occupancy License be obtained from the Transport Management Centre and advice of the proposed event being forwarded to the appropriate authorities including emergency services.

---

### **RECOMMENDATION**

**THAT the proposed temporary full road closure of Centennial Street, Marrickville between Sydenham Road and the entrance gate to Henson Park Oval on Saturday 27 July 2019 between 8.00am and 8.00pm (weather permitting) or Saturday 24 August 2019 between 8.00am and 8.00pm, for the holding of the Beer, Footy & Food Festival 2019 at Henson Park Oval, be APPROVED, subject to the approval of the S68 Application and the applicant complying with, but not limited to, the following conditions:**

- 1. A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;**
  - 2. All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;**
  - 3. The occupation of the road carriageway must not occur until the road has been physically closed.; and**
  - 4. The applicant be advised in terms of this report and that all costs for the event and implementation of the road closure are to be borne by the applicant.**
- 

### **BACKGROUND**

A S68 Application has been received from the Music & Booze Company together with the Newtown Rugby League Football Club to hold the Beer, Footy & Food Festival 2019 on Saturday 27 July 2019 between the hours of 12.00pm and 6.00pm at Henson Park Oval and on Centennial Street, between Sydenham Road and entrance gate to the Henson Park grounds.

Given that the event date falls within the winter season and it is held outdoors, the applicant requests for an alternative date for the event if there is adverse weather. If the event is impacted by

weather, the alternate date will be on Saturday 24 August 2019. All conditions of notification will be similarly met for this alternate date.

Henson Park is Council owned land for which the Newtown Jets have a pre-existing arrangement for the use of the site. The event has received Land Owners Consent from Council.

The Newtown Jets FC has a long-standing relationship with the Sydney Inner West community and with Council. The Newtown Jets have built a reputation on delivering regular sporting matches at Henson Park Oval that are family friendly and all inclusive. The Beer, Footy & Food Festival is an extension of the Newtown Jets regular Saturday matches which local residents are familiar with. It is anticipated that the event will attract between 7,000 to 9,000 people.

The event was launched in June 2016 and this years' event makes it the fourth year the event has been running. In 2018 the event had 7000 people attend and the hope is to go bigger in 2019. The 2018 festival was successfully delivered, meeting all Council conditions of the approved DA S68-201600004.

The event will be on 27 July 2019 starting at 12pm (noon). The period of Site operation is listed as Friday, 26 July 2:00pm - Sunday, 28 July 12:00pm 2019 with the Period of Event operation being Saturday, 12:00pm – 6:00pm 27 July 2019.

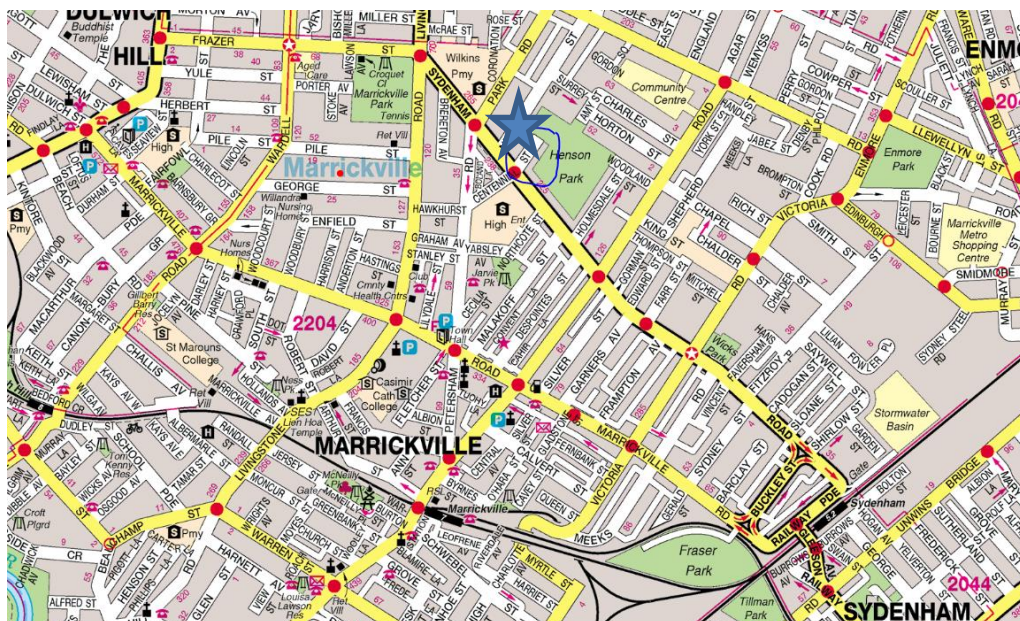
It is noted that a fee of \$1,578.50 for the temporary road closure is payable by the applicant in accordance with Council's Fees and Charges.

## FINANCIAL IMPLICATIONS

Under Council's Fees & Charges, the applicant has to pay the fee for the temporary full road closure. This fee includes the cost of an advertisement in accordance with the Roads Act 1993.

## OFFICER COMMENTS

### Site location & road network



<b>Street Name</b>	Centennial Street
<b>Section</b>	Between Sydenham Road and northern end
<b>Carriageway Width (m)</b>	12.8
<b>Carriageway Type</b>	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
<b>Classification</b>	Local
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	42.5



<b>Vehicles Per Day (vpd)</b>	367
<b>Reported Crash History (July 2011 – June 2016)</b>	No crashes recorded.
<b>Heavy Vehicle Volume (%)</b>	2.2
<b>Parking Arrangements</b>	Unrestricted parking along both sides of the road.

The temporary full-road closure of Centennial Street is required from 8.00am to 8.00pm on the day of the event to undertake the setup prior to the event and cleaning after the event, before the road can be reopened to traffic.

The applicant advised that traffic controllers and barricades will be located on Centennial Street at Sydenham Road and along Sydenham Road. Centennial Street will be providing vehicular access to only local residents, event staff, football coaches and football players, and emergency services.

Event attendees will ingress and egress via the laneway access point from Sydenham Road and the access point at Woodland Street with security staff and traffic controllers monitoring (refer to Site Plan below of Henson Park Oval and TMP/Traffic Control Plans at the end of this report).



A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event. Special Event advance notice signs will be strategically installed at least two (2) weeks prior to the event to alert motorists of the proposed closures.

It is noted that adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 – Traffic Control Devices for works on roads. Further, it is noted that water filled barriers will be placed at the road closure points to protect against any possible errant vehicles.

The subject section of Centennial Street carries a low volume of traffic and therefore will have no major impacts on the surrounding road network. The event will be held on a Saturday when lower than weekday traffic volumes are expected.

The location of the event has access to public transport services, with Sydenham Railway Station located approximately 1km west along Sydenham Road and Marrickville Railway Station located approximately 1km south along Illawarra Road from the event location and bus routes (Route 412, 418, 426 & 428) operating along Livingstone Road, Marrickville Road and Addison Road.

#### **PUBLIC CONSULTATION**

The proposed temporary full road closure of Centennial Street, Marrickville between Sydenham Road and the entrance gate to Henson Park Oval is currently advertised in the newspaper allowing a period of 28 days for submissions. The advertising period commenced on 28 May 2018 and will conclude on 24 June 2019. A Traffic Management Plan is to be submitted to the RMS for its consideration and approval.

The event organiser will need to notify all affected residents and businesses in writing of the proposed temporary full-road closure at least 7 days prior to the event and make reasonable provision for residents and businesses, where possible.

#### **CONCLUSION**

It is recommended that Council approves the temporary full road closure of the subject section of Centennial Street, Marrickville on Saturday 27 July 2019 (weather permitting) or alternatively on Saturday 24 August 2019 subject to complying with the following conditions; apply to the RMS for consent to close the subject road, subject to the event being advertised, a Traffic Management Plan be submitted to the RMS for approval, a Road Occupancy License be obtained from the Transport Management Centre and advice of the proposed event being forwarded to the appropriate authorities including emergency services.



## TRAFFIC MANAGEMENT PLAN (TMP)

For

BEER, FOOTY AND FOOD 2019  
SYDNEY NSW  
27<sup>th</sup> OF JULY 2019

Contingency date TBA

This TMP is prepared by Vigilant Group on behalf of the  
THE MUSIC AND BOOZE CO

Document Ref # TMP/VG. 19.112  
Revision 1  
Revision Date 18/03/19



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### **1. TMP Scope**

The scope includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers, provision for access to properties within the designated area of supervision and control, the design, construction and maintenance and removal of any necessary temporary roadways and detours including the provision of traffic controllers and all associated temporary signs, road markings and safety requirements.

### **2. TMP Project Summary and Details**

The purpose of this document is to ensure that all conditional requirements relating to the delivery of this TMP are fully documented to support the overall operations of the event. This TMP has been prepared on behalf of **THE MUSIC AND BOOZE CO** for their festival accordingly. The primary date that this TMP relates to is for the **27<sup>TH</sup> OF JULY 2019** the TMP will focus on **HENSON PARK, ON SYDENHAM RD MARRICKVILLE. BETWEEN CENTENNIAL ST AND HOLMESDALE ST**

This document aims to provide a plan for effective traffic management and co-ordinated management of the above event. The report sets out the procedures by which CENTENNIAL ST may be a partially or full closure to traffic so that the event can proceed accordingly. The document will cover the site as detailed in the contractual agreement throughout all phases of required operation.

Within the document the traffic control measures are unique for the scope of the event and should not be directly applied to any other closure or management plan within the presiding area of the said area of control whether they appear rationally suitable or not.

Primary aim for this TMP is the safe co-ordination of the event through strategic and overall management procedures to ensure the safety of all individuals, groups of individuals including the general public and participants, all employees involved in the event both from the organisers and Vigilant Group and other authorities and stakeholders.

### **3. Event Specific Scope**

This TMP addresses traffic management for the traffic management for the **proposed event on behalf of the Music and Booze Co.** The overall plan has been prepared in consultation and agreement with primary stakeholders as listed in section titled Consultation and Contacts list within this TMP.

The primary scope of the event is the appropriate measures by which **Centennial st** will be closed to traffic thoroughfare so the event as proposed can successfully occur. The road will be accessible to all residents, Event staff, Couches and players. We have also allowed disability parking to come through the road closure.

The scope of this TMP has been prepared highlighting the proposed measures that will be undertaken. The fundamental proposal of this TMP is detailed as follows for:

#### **Primary Traffic Control**

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The following traffic control measures are diagrammatically shown and detailed in the Traffic Control Plan (TCP) titled TCPs

VG. 19.112-1, Pick up & Drop off

VG. 19.112-B. E, Bus entry assisted

VG. 19.112-D, Detour route/ Light Traffic entry to Centennial st

VG. 19.112-IN, Ingress for Vendors & Staff

VG. 19.112-EG, Egress for Vendors & Staff

- Road Closure, on Centennial St, Allowing access to Residents, Players, Coaches, event staff & Patrons of the Tennis Club.
- Light traffic entry to Centennial St. light traffic will be detoured along Sydenham rd to turn left into Petersham Rd & turn left onto Centennial st, before continuing straight through the lights on to the closed section of Centennial St. this control measure is to alleviate traffic congestion attempting to turn right from Sydenham rd on to Centennial st
- Special Event Clearways  
Sydenham Road, between Centennial St and Holmesdale St. To allow room for the drop off area, Just outside the gates to Henson Park.
- Bus Entry  
Bus entry will be conducted under guidance by RMS accredited Traffic Controllers. Upon approach all traffic will be stopped in both directions & the road closure opened, the bus driver will be instructed to drive into Centennial st (south) & then reverse into Centennial st (north) where they will be assisted by a spotter to safe parking spot.
- Pedestrian Crossing  
TCs will assist all pedestrians across the road safely, from the main entry/exit to the Marrickville H.S parking lot.  
This is a preventative measure to ensure all patrons leave the Event safely & in an orderly fashion. TCs will hold pedestrians from crossing the road until the such time as the supervisor deems it safe, has stopped traffic & cleared an area to cross.  
This will avoid people rushing onto the road in between slow traffic & causing more congestion as well as keeping the public safe.

#### Primary Hours of Control

The proposed measures as highlighted above will take effect on the following dates:

**SATURDAY THE 27<sup>TH</sup> OF JULY 2019**

The designated hours of effect are as follows:

**10:00 UNTIL 20:00**

**BEER FOOTY FOOD EVENT WILL BE FROM 12:00 UNTIL 19:00**

All other times will be for Bump in & out

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#### General Notes

- In accordance with Vigilant Group Quality Management processes it is envisaged and anticipated that there will not be any adverse traffic issues to surrounding streets and the community as a whole. All measures will be taken to ensure any foreseeable impacts are mitigated accordingly.
- Traffic affected and re-directed by the closures will not require further amelioration as the event is localised.
- There are no foreseeable impacts to public transport that has not already been co-ordinated with the supporting agencies and authorities
- All traffic controls have been developed as a principle for emergency service vehicles being provided primary access to all surrounds of the event accordingly in an event of an emergency. Traffic controls and controllers will assist as required to provide uninhibited access for emergency vehicles including ushering pedestrians accordingly.
- Arrangements for Heavy Vehicles and Cycle Traffic have not been incorporated within this TMP. The proposed traffic control measures will apply to these modes of transport.
- Pedestrian access will be maintained at all times to residents within Railway Pde.

**NOTE: This proposal will be available for the organisers to use for their Public Consultation Process and Procedures**

This TMP document supports the following regulatory requirement as applicable in accordance with the defined scope:

RMS Guide to Transport & Management for Special Events v 3.4  
 RMS Traffic Control at Worksites Manual v 4.0  
 RMS QA Specification G10 – Traffic Management Ed 5 rev 3  
 RMS G11 – Road Occupancy Provisions  
 AS 1742.3-2009 Manual of Uniform Traffic Control Devices

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#### **4. TMP Objectives**

The primary objectives of Vigilant Group with regards to this Traffic Management Plan are as follows:

- Ensure the safety of all individuals including general public, residents and employees to and surrounding the designated area of control
- Minimise any impact or risks relating to the overall flow of motorised vehicle traffic
- Egress and access into the designated area of control and surrounds where applicable to be satisfactorily maintained
- Minimise primary impacts to surrounding businesses and dwellings
- All formal approvals and licensing as required to be obtained and maintained during the duration of the event
- Ensure all environmental procedures are adhered to and maintained in support with other stakeholder and agency requirements
- Any design requirements to be in accordance with RMS Road Design Guidelines and Procedures
- All relevant statutory requirements as detailed from regulatory agencies to be adhered to.

#### **4. TMP Management**

Vigilant Group has warranted and commits to the provision of all resources, systems and associated Traffic Control Plans including traffic management for the event as detailed in the Project Summary and Overview.

All resources in accordance with statutory authorities' requirements will be competent, experienced and qualified to carry out the agreed service as detailed in the binding agreement.

#### **5. TMP Implementation**

Traffic Management at the designated areas will be implemented in accordance with RMS Traffic Control at Work Sites Manual and adapted to meet the requirements of the designated areas.

The implementation of the plans will be agreed to with the leading authority/organisers and aligned with the overall planning requirements as detailed in their control measures. This includes the delivery and use of all equipment both dependent and independent of Vigilant Group. The implementation will need to be formally assigned and agreed prior to Work Order establishment.

#### **6. Traffic Control Plans (TCP)**

Vigilant Group have developed specifically tailored TCP's that have been prepared in accordance with the specific operational requirements of this event. The TCP's and other Movement Plans, both vehicle and pedestrian as required encompass the holistic movements specific and not specific to the event and will incorporate the general public also. Any property access affected by the activities will be reviewed and identified in the TCP. The TCP is not a risk management tool in totality but can be used as a support in the overall risk review of the project/event.

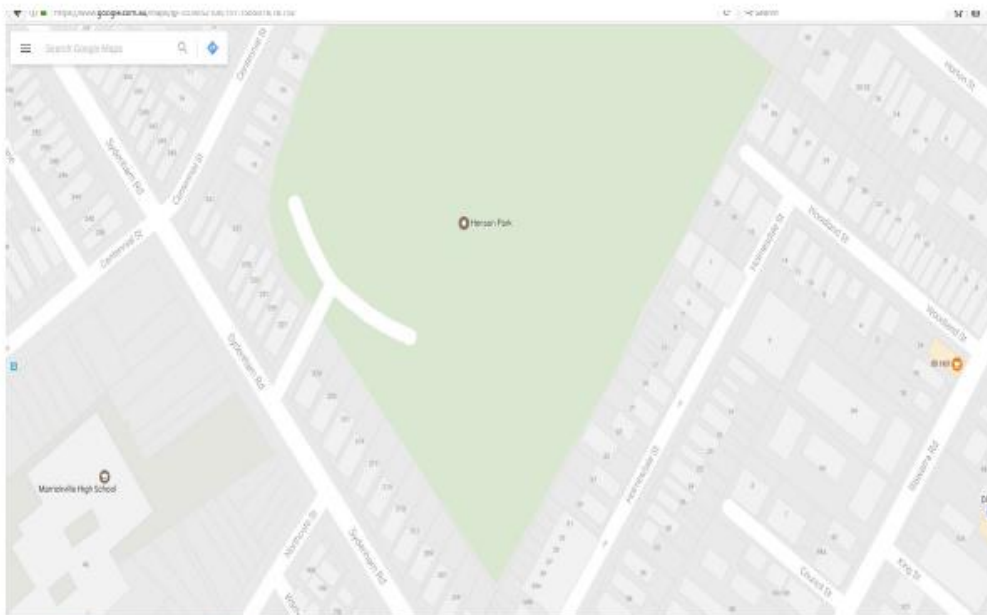
At its core any prepared and agreed TCP provides a short term procedural base for safety management of vehicular and pedestrian flow for the defined project.

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## 7. Site Management



## 8. Risk Management

Risk management assessment and implementation of this TMP shall be in accordance with the overall risk management of the project and not be kept in isolation. The overall approach with the TMP shall be part of the holistic planning of the event. All risk controls are a legal obligation to be adhered to with relevance to the WHS Act 2012.

Vigilant Safe Services will accommodate to the management of risks as prepared by the client / organisers / principal's representative.

The following have been considered as part of this TMP and as part of Vigilant Safe Services Holistic Risk/Hazard and Verification Assessment:

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Identified Risk	Risk Effect on Event	Controlled Measures
Local Business Access impeded	Possible action against business groups to stifle event	All Businesses to be fully briefed on traffic control measures
Emergency Access	Impeding success of event and bad media coverage	All Emergency Services to be briefed and notified of the event by Organisers. Vigilant Safe Services to provide assistance as required
Public Transport Access	Risk of public not attending the event on time	Public Transport Routes are not affected
Local Residence Access impeded	Risk of backlash from residents	Limited access will be provided under controlled supervision
RMS traffic signals	Risk of conflicting traffic control measures	Not affected accordingly
Adverse weather conditions	Event not proceeding	All control measures will be maintained during all conditions or until organisers inform otherwise
Vehicular Accidents	Event will be delayed	All standard procedures and measures will be undertaken in accordance with current processes
Security	Access to event	Security Contractor to control and liaise with Vigilant Safe Services

March 19



### 9. Consultation and Contacts List

Name	Organisation	Contact	Approving Authority (Yes / No)
Sam Nielsen	THE MUSIC AND BOOZE CO	0422 644 971	Y
Ashley Burke	Vigilant Group	0416 711 711	Y

### 10. TCP Attachments

TCP No	Description	Version
19.112-1	PICK UP DROP OFF	1
19.112-B.E	BUS ENTRY	1
19.112-D	DETOUR ROUTE (LIGHT TRAFFIC)	1
19.112-IN.	INGRESS	1
19.112-EG	EGRESS	1
19.112-PED	PEDESTRIAN CROSSING	1
19.112-HSP	MARRICKVILLE H.S PARKING LOT	1

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**11. TMP Approvals**

Endorsement by:

Ashley Burke	Operations Manager		18/03/2019
Name	Delegation	Signature	Date

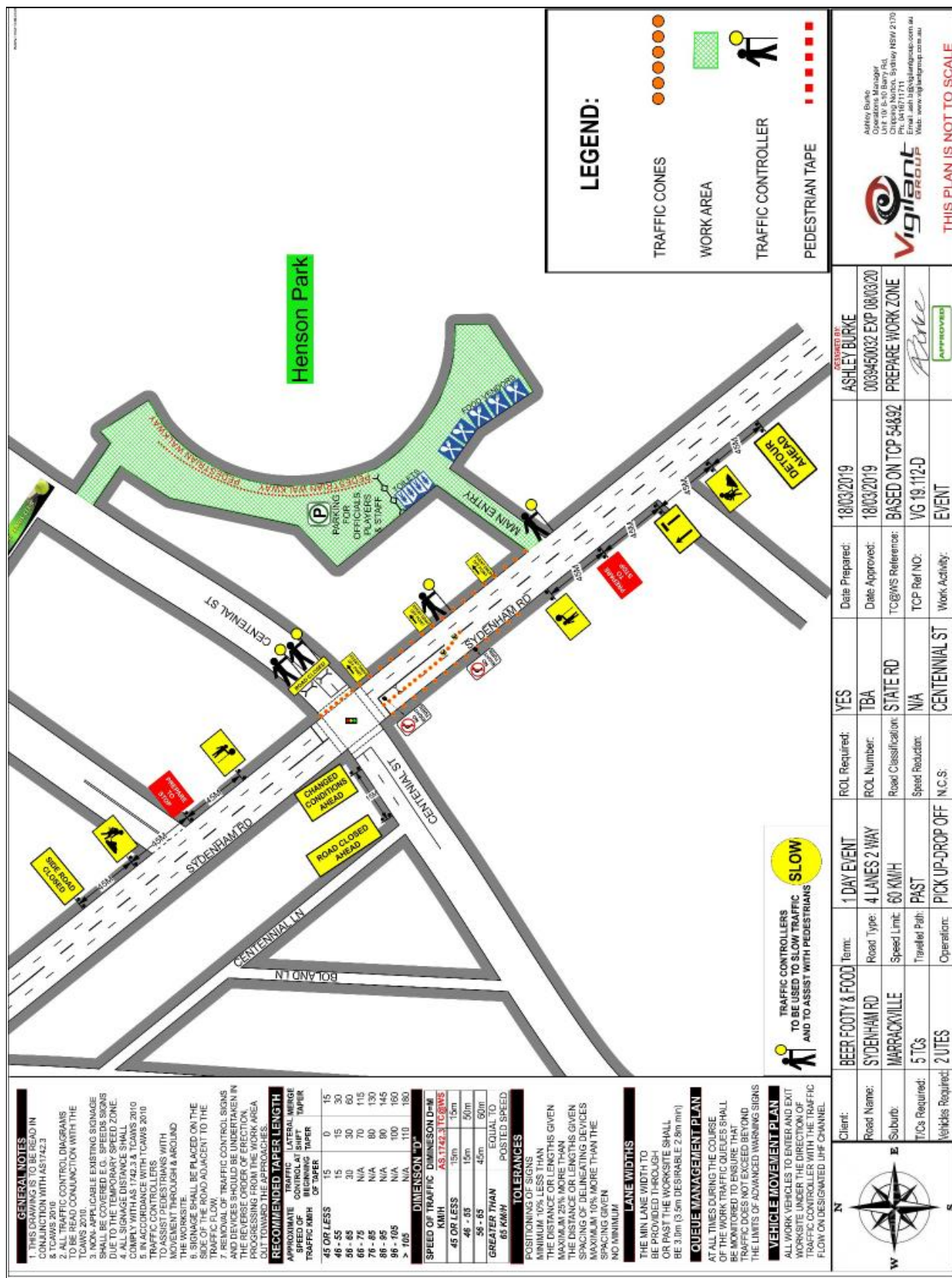
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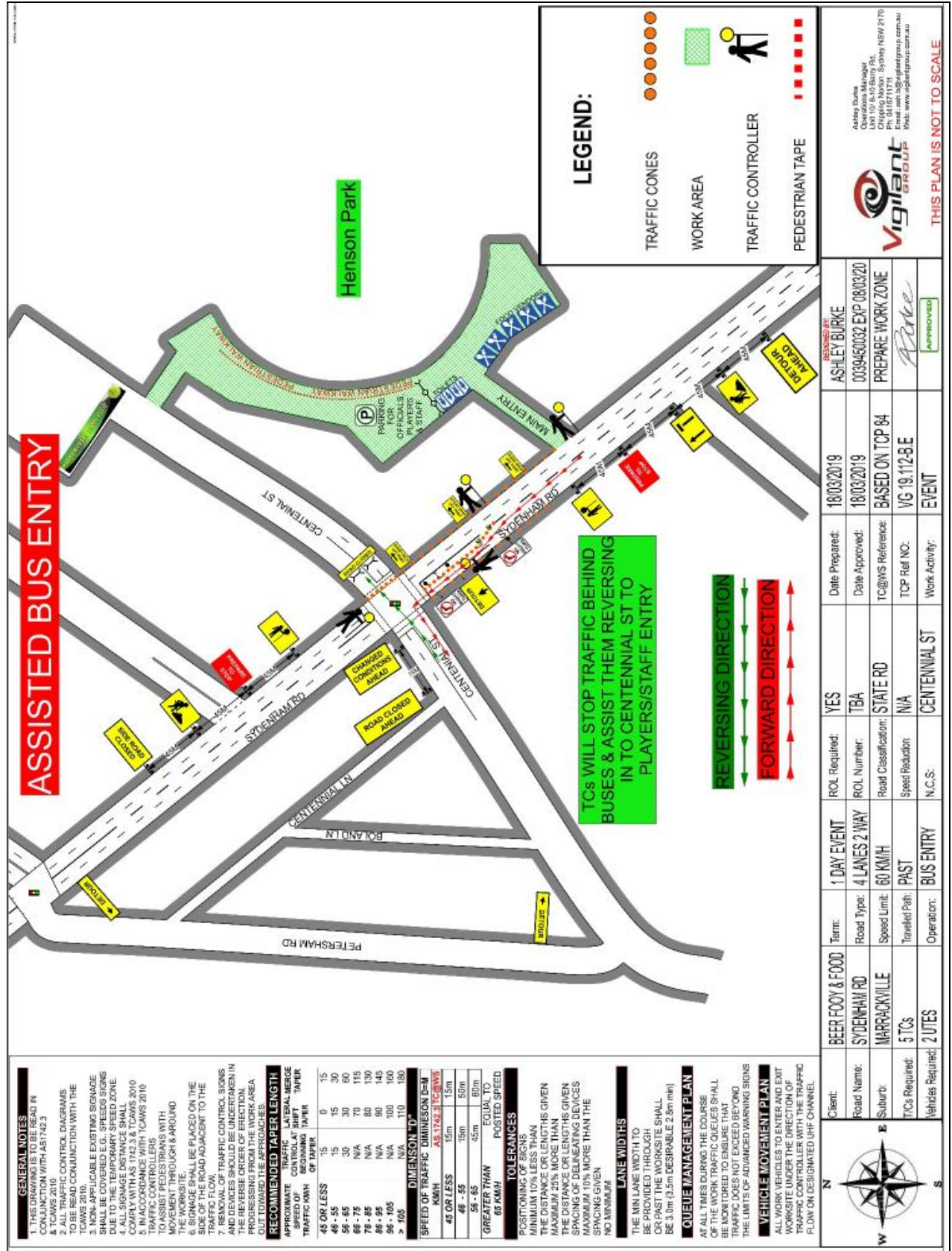
Name	Delegation	Signature	Date

March 19

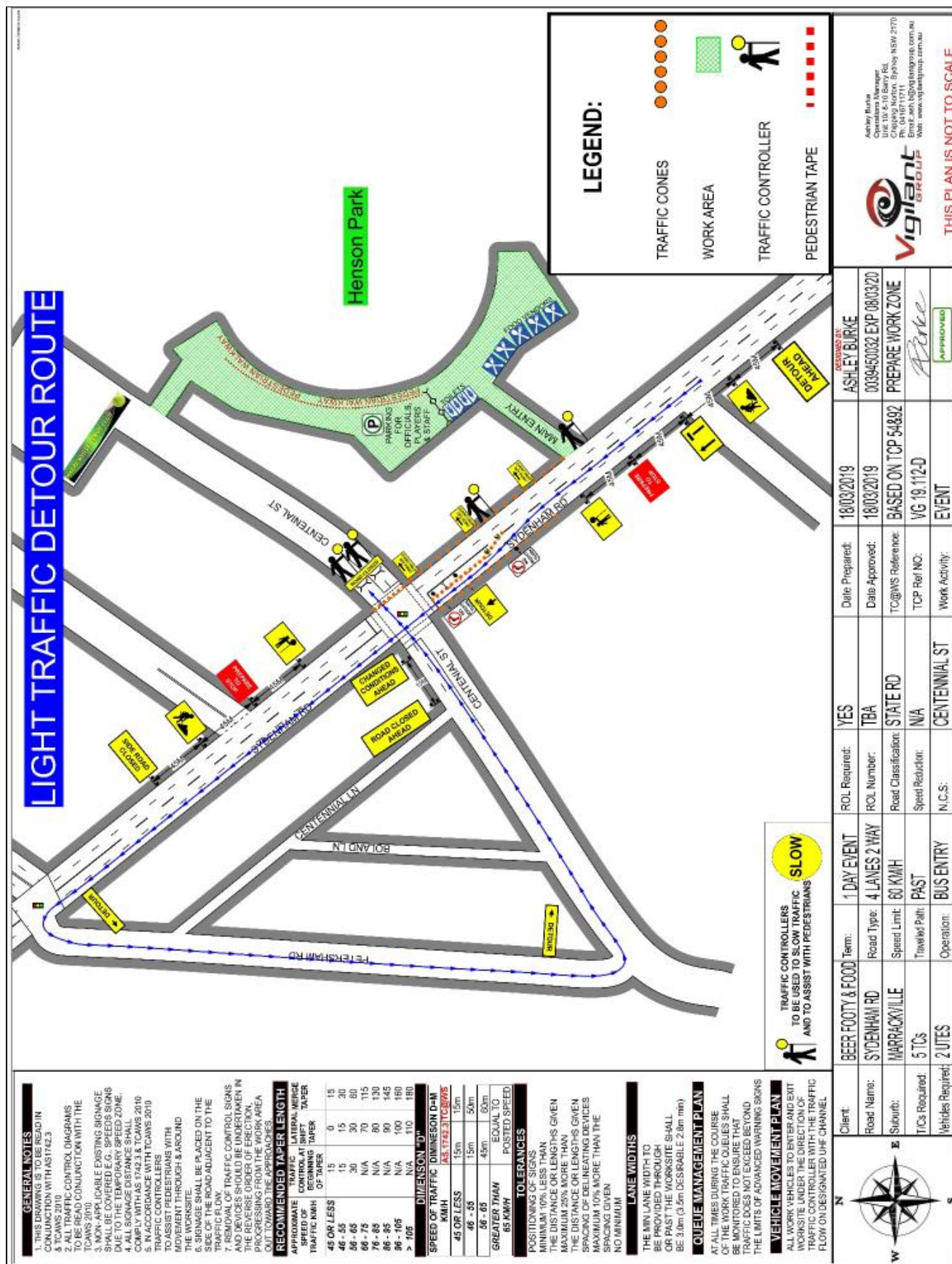
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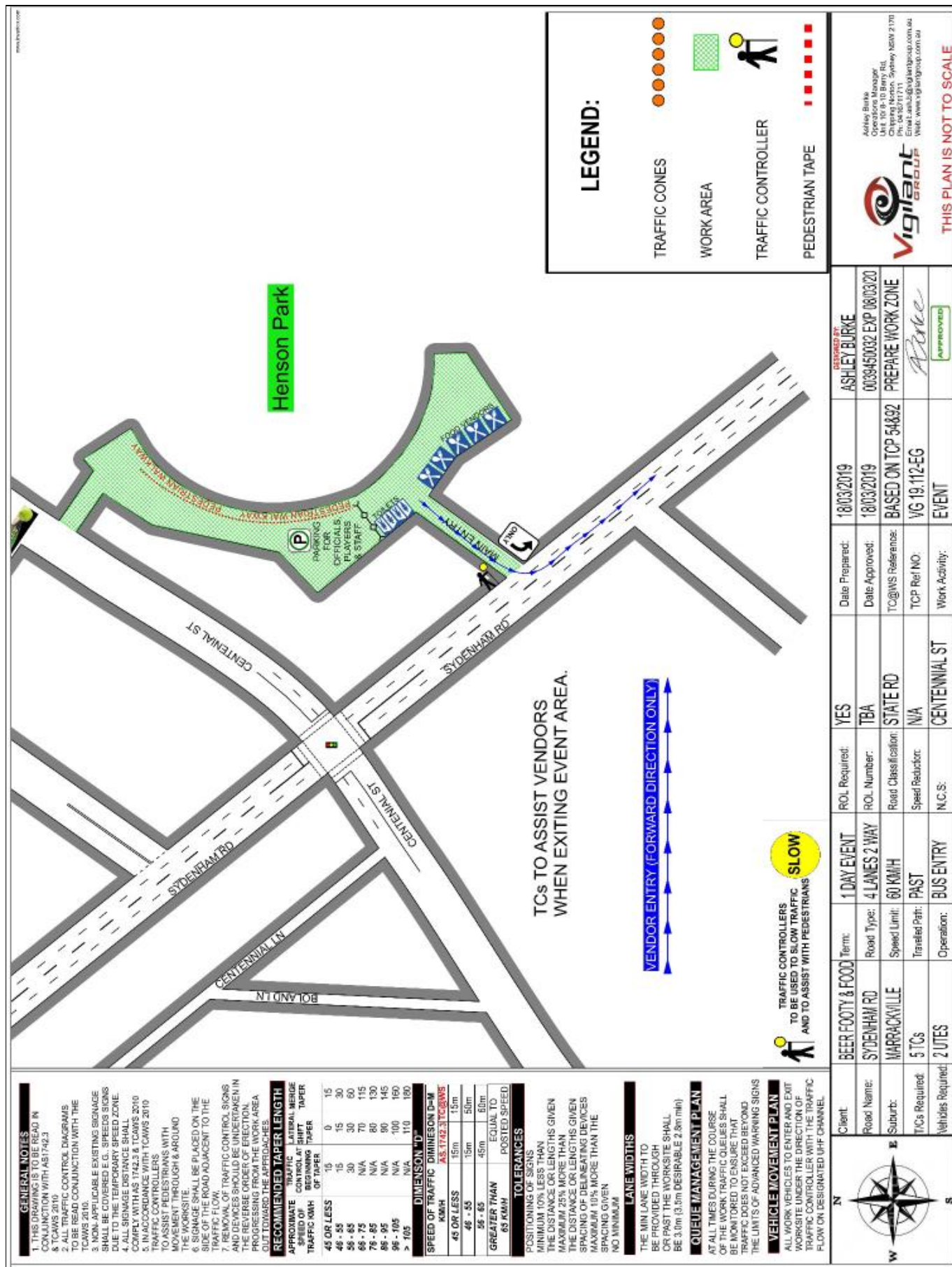




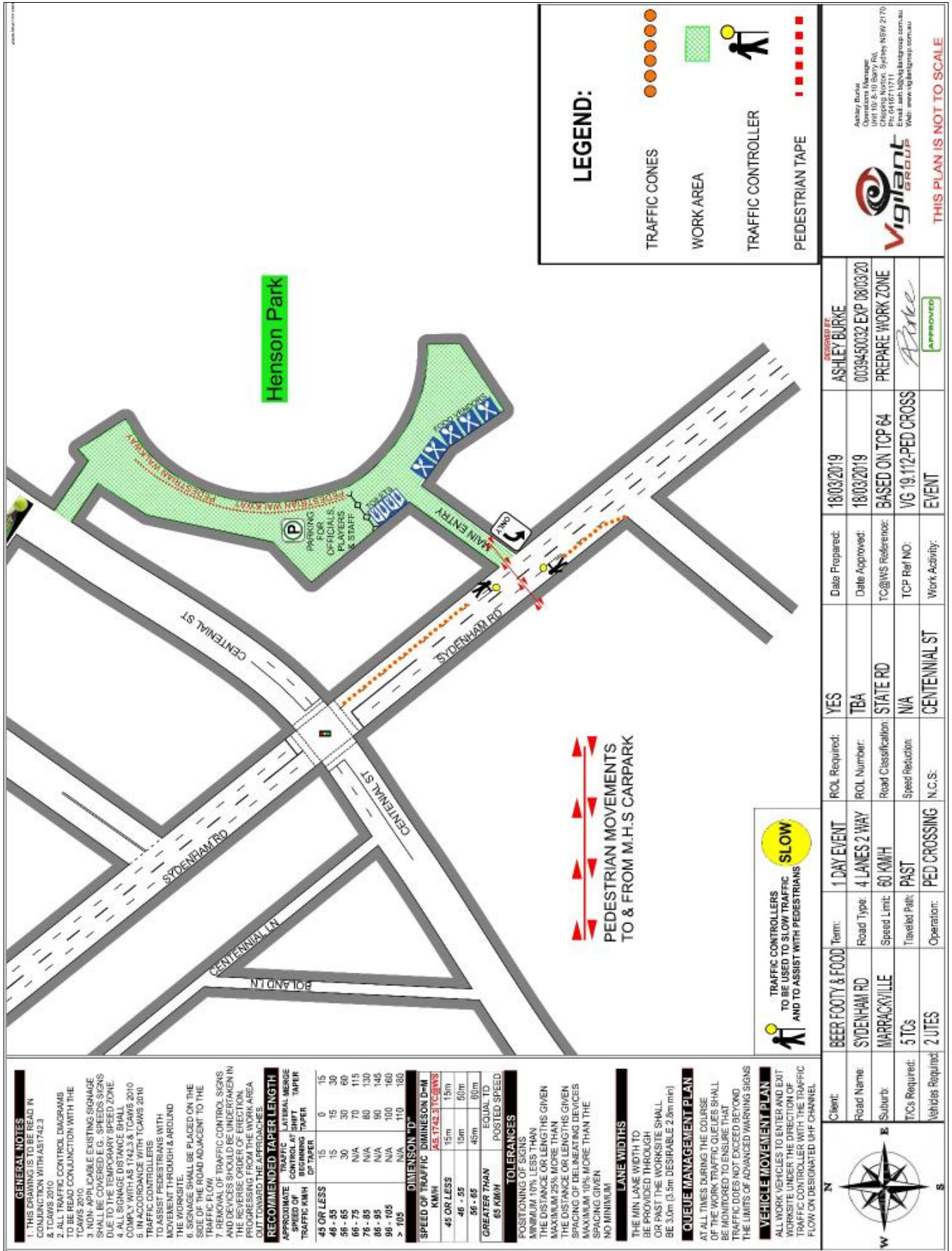




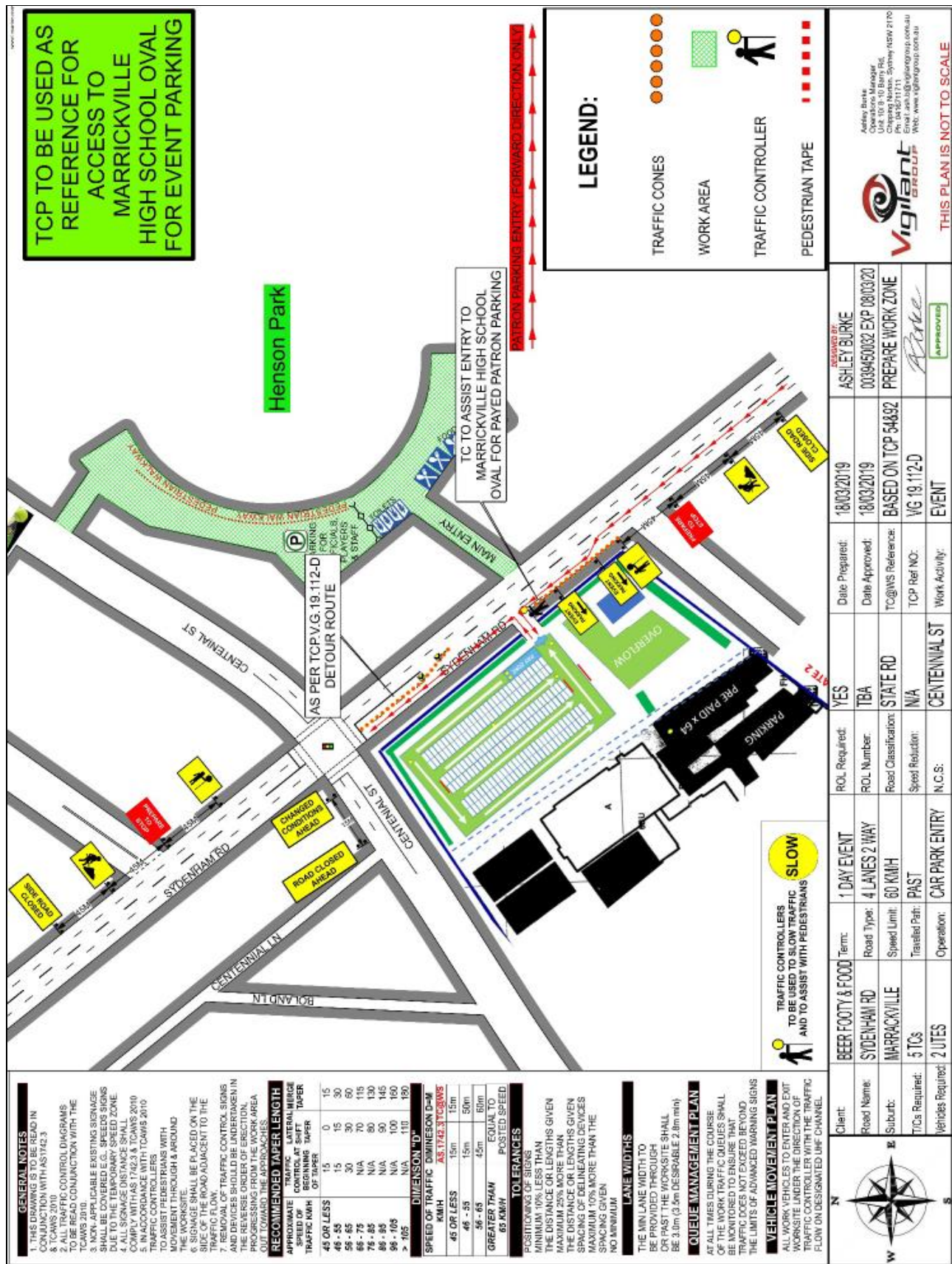




## Item 4







## ATTACHMENTS

Nil.

**Item No:** LTC0619 Item 5

**Subject:** **BURROWS AVENUE AND HOGAN AVENUE, SYDENHAM – SYDNEY METRO SYDENHAM STATION AND JUNCTION (SSJ) WORKS – TEMPORARY TRAFFIC CONTROL ARRANGEMENTS (MIDJUBURI WARD / HEFFRON ELECTORATE / INNER WEST PAC)**

**Prepared By:** Jennifer Adams - Engineer – Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

---

## **RECOMMENDATION**

**THAT the design of the temporary traffic control arrangements in Burrows Avenue and temporary pedestrian refuge and associated signs and line markings in Hogan Avenue, Sydenham (as per attached design plans prepared by Bitzios and dated 10 May 2019) be approved, subject to additional controls at the intersection of Hogan Avenue and Burrows Road being further investigated by JHLORJV and necessary treatments provided to satisfy the issues raised in the Road Safety Audit.**

---

## **BACKGROUND**

Sydney Metro have engaged John Holland Pty Ltd and Laing O'Rourke Australia Construction Pty Ltd (JHLORJV) to undertake the Sydenham Station and Junction works to facilitate the new Sydney Metro line and part of these works involve the construction of a new concourse and plaza. These works necessitate that pedestrians are (temporarily) crossed over from the Station side of Burrows Ave to take them away from construction activities for the new Southern Plaza. Design plans have been submitted to Council for the temporary traffic control arrangements in Burrows Avenue and Hogan Avenue, Sydenham as part of the Sydney Metro Sydenham Station and Junction (SSJ) works. The design plans and subsequent Road Safety Audit is attached for the Committee's consideration.

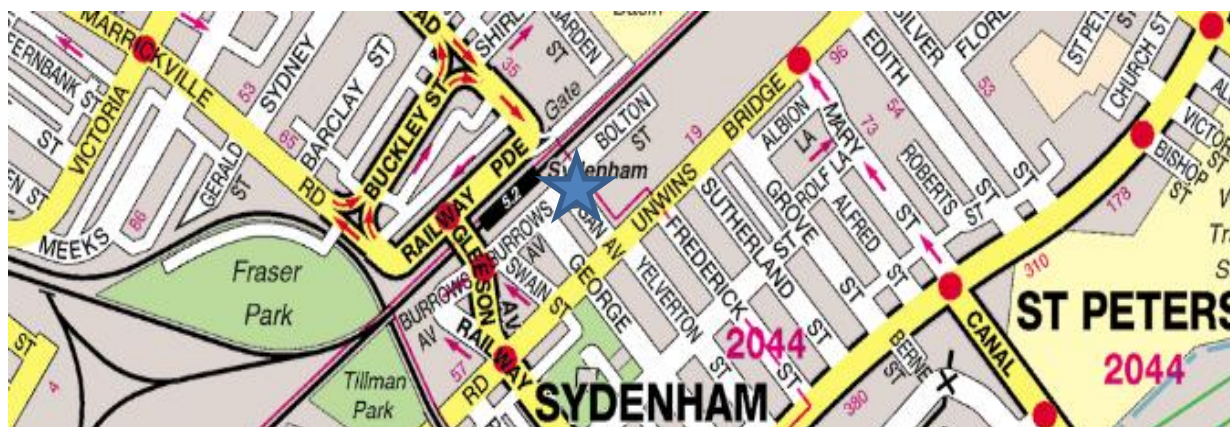
## **FINANCIAL IMPLICATIONS**

All costs of recommended temporary works will be borne by Sydney Metro Sydenham Station and Junction (SSJ).

## **DISCUSSION**

The site location is adjacent Sydenham Railway Station. Burrows Avenue and Hogan Avenue form a minor collector route connecting between Unwins Bridge Road and Gleeson Avenue, Sydenham.





Street Name	Burrows Avenue
Section	Between Gleeson Avenue and George Street
Carriageway Width (m)	12.8
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Local
85 <sup>th</sup> Percentile Speed (km/h)	47.5
Vehicles Per Day (vpd)	7,296
Reported Crash History (July 2011 - June 2016)	No RMS recorded crashes.
Heavy Vehicle Volume (%)	5.1
Parking Arrangements	Various on northern side of the road since Sydney Metro SSJ construction works being carried out. Southern side of the road consists of 'No Parking' restrictions with a section of '2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat' restrictions.

Street Name	Hogan Avenue
Section	Between Burrows Avenue/ Bolton Street intersection and Unwins Bridge Road
Carriageway Width (m)	12.8
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Local
85 <sup>th</sup> Percentile Speed (km/h)	N/A
Vehicles Per Day (vpd)	N/A
Reported Crash History (July 2011 - June 2016)	One RMS reported tow-away crash on 20/1/2012 at 4.00am on Hogan Avenue 7 metres south of Burrows Avenue. RUM 80 – car travelling east ran off the road to the left on a right hand bend.
Heavy Vehicle Volume (%)	N/A
Parking Arrangements	Eastern side of the road consists of unrestricted parking with sections of 'No Parking' restrictions. Western side of the road consists of '2P 8:30am-10pm Permit Holders Excepted – Area M4' restrictions.

### *Proposed temporary works*

During construction of the Sydney Metro Sydenham Station and Junction (SSJ) works temporary changes to the existing pedestrian routes in the locality are required. Pedestrians using Burrows Avenue on the southern side of Sydenham Railway Station often utilise the northern side of Burrows Avenue to access the commuter car parking in Bolton Street and/or local destinations in the area such as Hogan Avenue. This route is directly adjacent the construction area alternative arrangements were deemed necessary by the contractors.

The diagram below summaries the changes in pedestrian routes that are required. Essentially, the proposal for the Burrows Avenue / Hogan Avenue pedestrian crossing routes improves the configuration currently in operation by introducing a new temporary refuge on Hogan Avenue. A number of temporary additional road and footpath upgrades are proposed. These include:



#### Burrows Avenue

- The current pedestrian refuge island will be widened to align with the proposed improved ramps on either side.
- The current pedestrian ramp on the rail side will be widened.
- The temporary yellow ramp on the southern side (adjacent to George Street) will be removed and replaced with a wider concrete ramp.

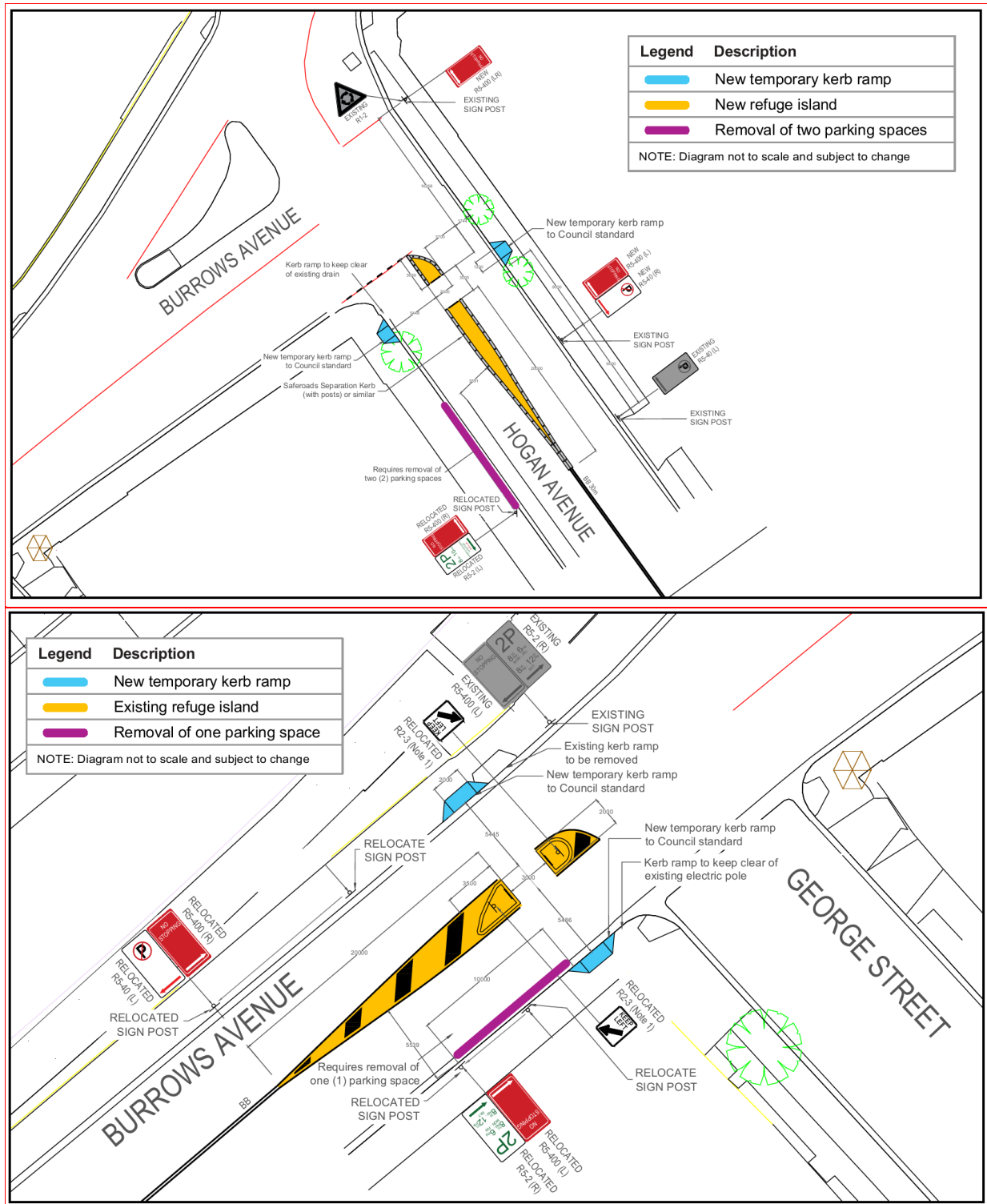
#### Hogan Avenue:

- The temporary yellow ramps on either side of the road will be removed and replaced with wider concrete ramps.
- A new refuge island will be installed to connect pedestrians and align with the new concrete ramps.

- Loss of two (2) parking spaces along Hogan Avenue intersection with Burrows Avenue.

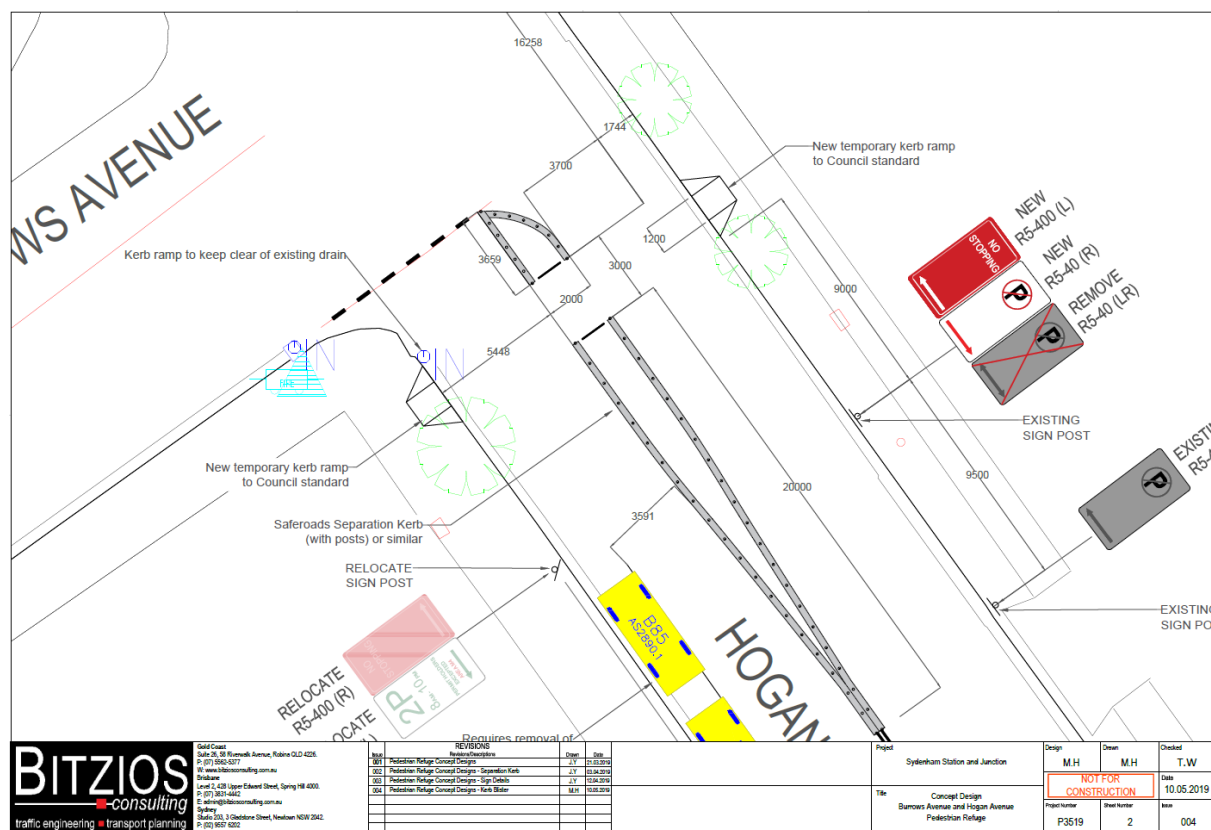
The road and footpath changes will remain in place for at least two years.

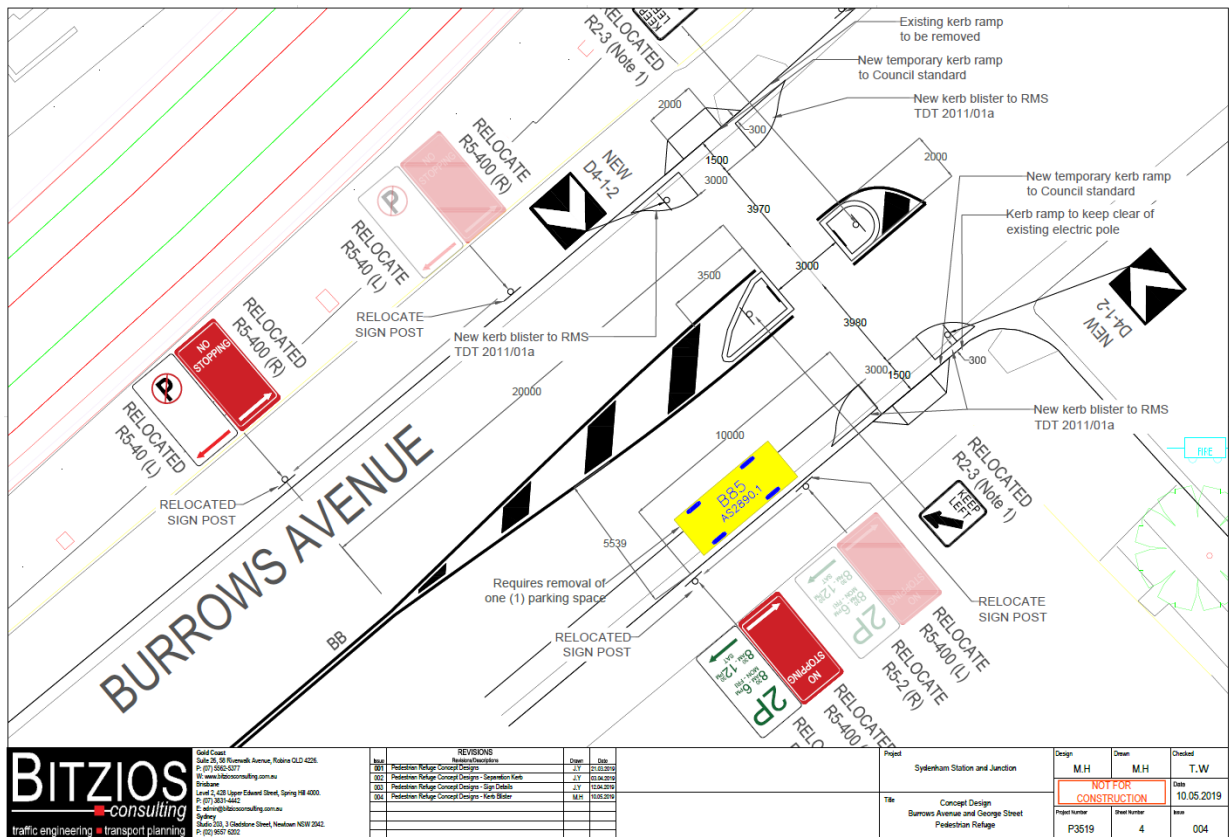
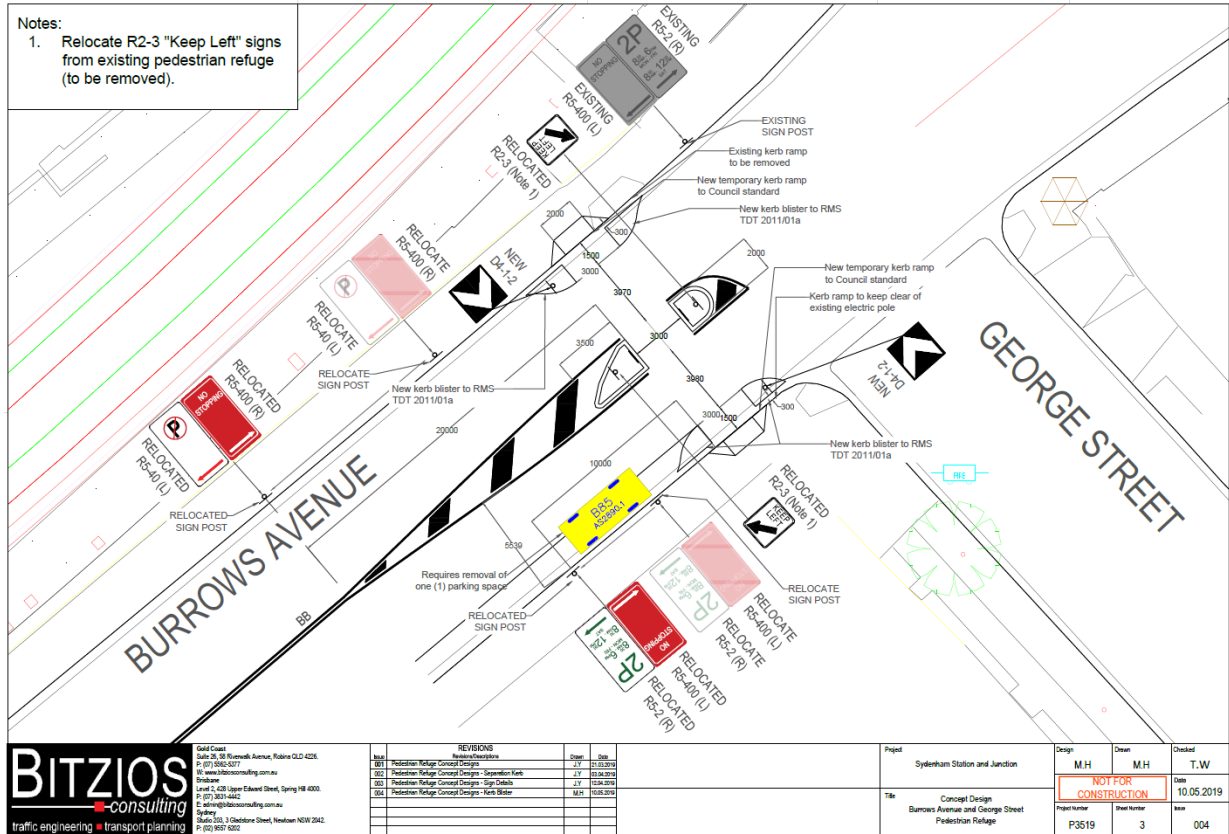
**Item 5**

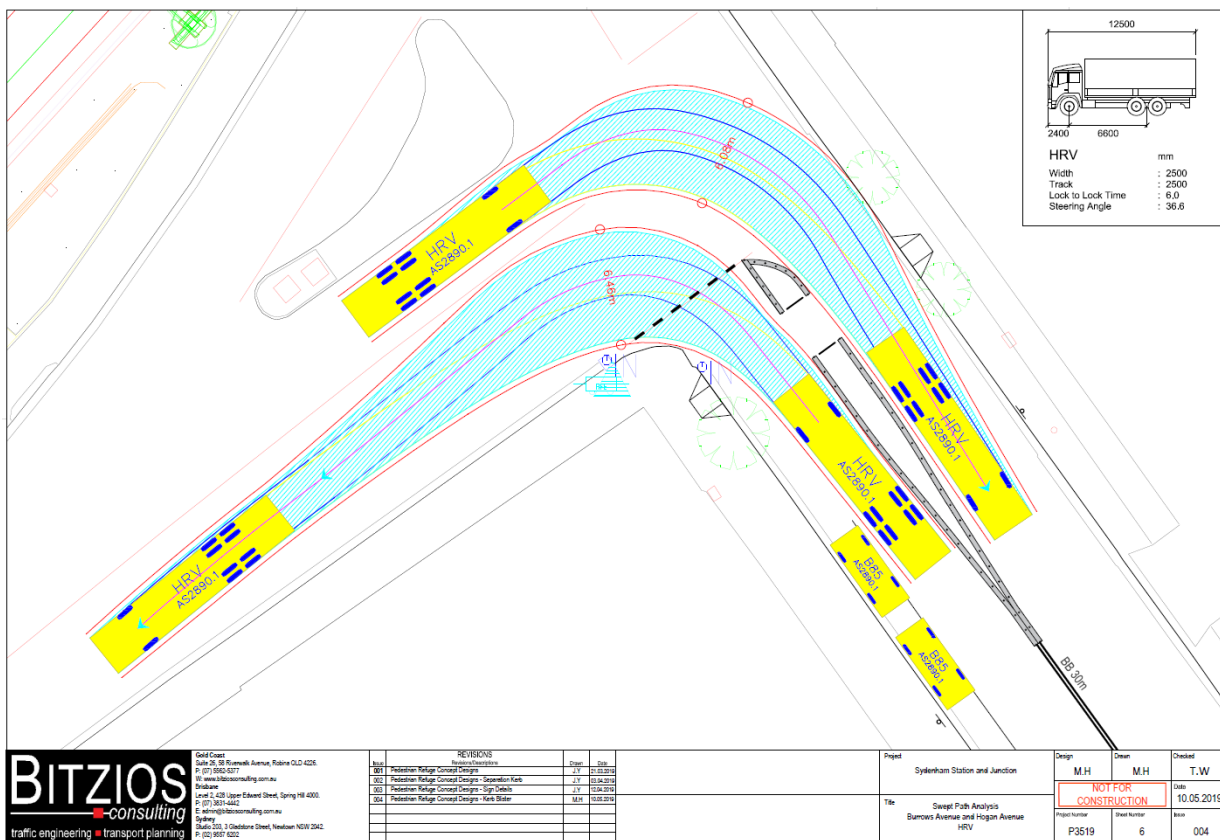
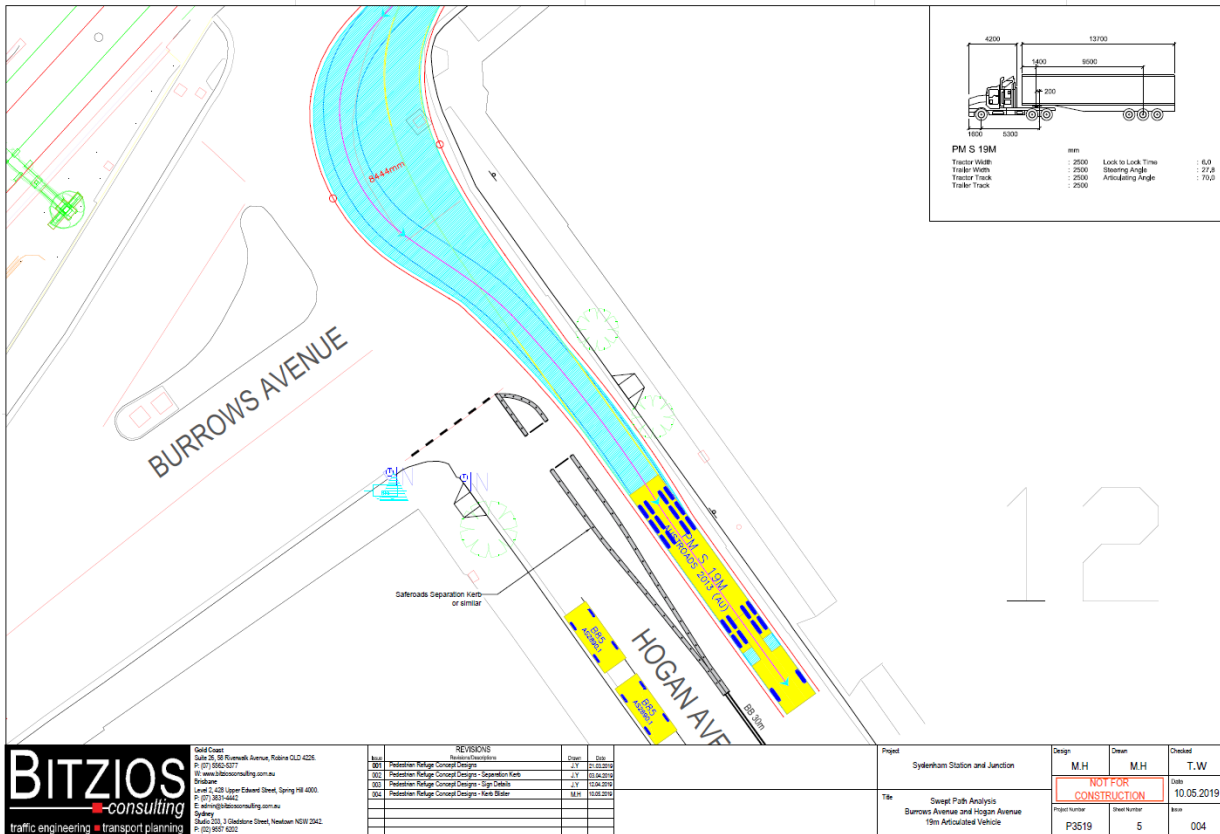


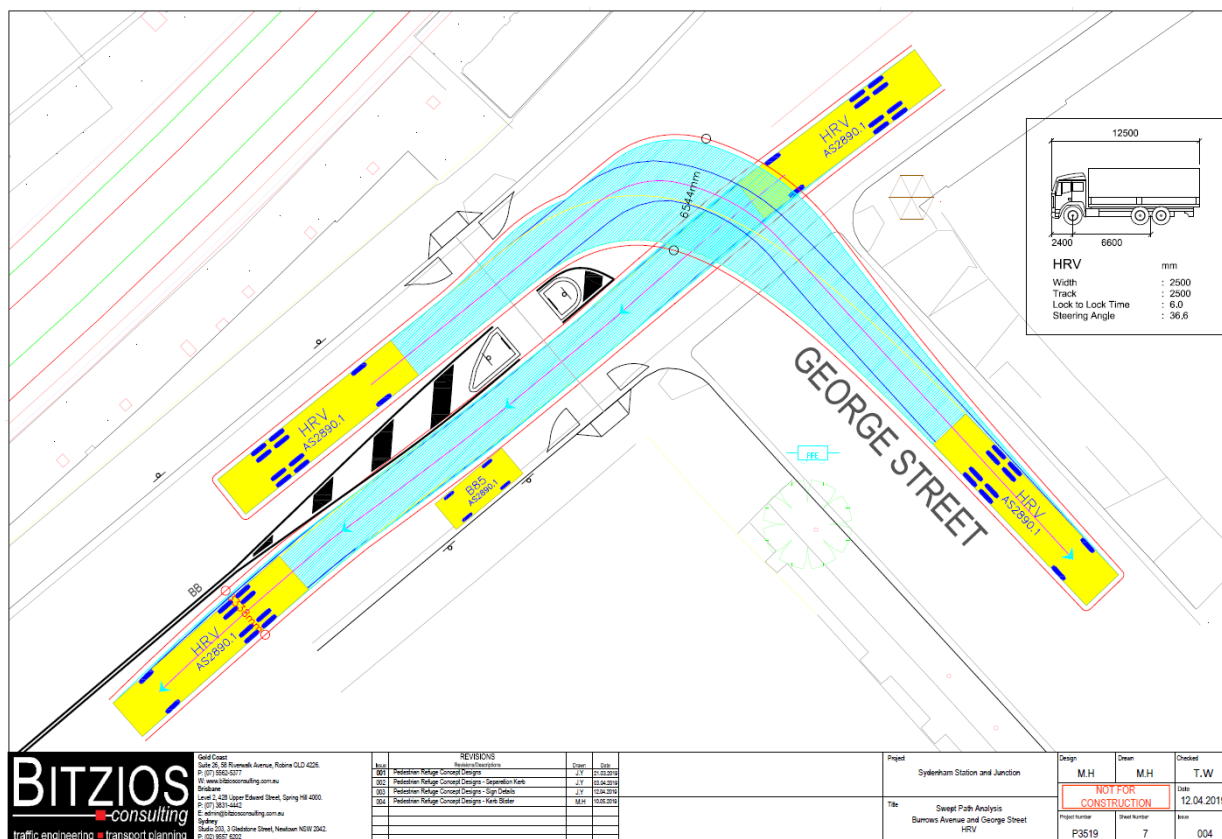
Sign and line markings diagrams are included along with swept path diagrams. It is noted that JHLORJV also propose to replace all plastic ramps with concrete pram ramps as well as realign the pram ramp crossings on Burrows Avenue to suit the existing the refuge alignment.











### Road Safety Audit

Council Officers requested that all road safety aspects of the proposed pedestrian refuge designs be identified and that a road safety audit be prepared. In response JHLORJV commissioned Bitzios Consulting to undertake a Road Safety Audit of the two proposed temporary pedestrian refuges located adjacent to the Sydenham Station and Junction (SSJ) project site. Specifically, their report addressed the pedestrian refuge concept designs and local site conditions.

The Road Safety Audit identified the two proposed refuges as follows:

#### Hogan Avenue

- ☐ Located immediately south of the Hogan Avenue, Bolton Avenue, Burrows Ave Intersection
- ☐ Primarily consists of Saferoads Separation (recycled rubber) kerb with posts
- ☐ temporary concrete kerb ramps built into existing kerb and footpath on each side of the road
- ☐ Relocation of parking and signage to allow for mandatory 'No Stopping' zones on both sides of the road

#### Burrows Avenue

- ☐ Immediately west of the Burrows Avenue and George Street intersection (near existing refuge)
- ☐ Primarily concrete refuge island construction
- ☐ temporary concrete kerb ramps built into existing kerb and footpath on each side of the road
- ☐ Introduction of new linemarking and chevron marking leading up to and around refuge island
- ☐ Relocation of kerbside parking and signage to allow for mandatory no stopping zones on both sides of the road.






It was stated that the road safety audit was undertaken in accordance with the procedure set out in the Austroads – Road Safety Audit (2009) Manual and the RMS Guide to Road Safety Practices. The audit involved a review of the proposed plans and a day time and night time site visit of the two locations outlined in the above diagram.

A summary of the Road Safety Audit (RSA) findings and JHLORJV's responses are reproduced below:

### Hogan Avenue


Table 1.1: Road Safety Audit Findings – Hogan Avenue

Item	Issue	Risk	Site Illustration	Response
1	<p><b>Crossing Alignment</b></p> <p>The current crossing location and kerb ramp locations do not directly align with one another. Pedestrians unaware of the offset (such as vision impaired or distracted pedestrians) may run into the opposite kerb or roadside objects resulting in injury.</p>	Low		<p>New temporary concrete pram ramps will be aligned</p>

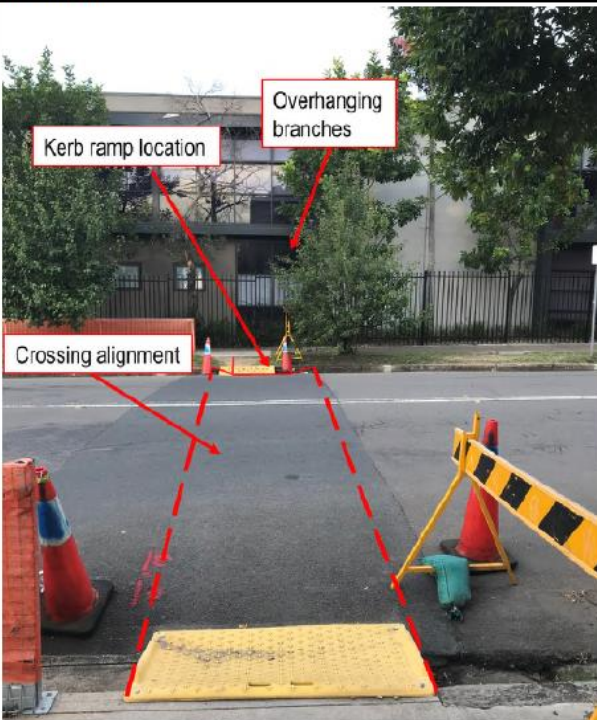


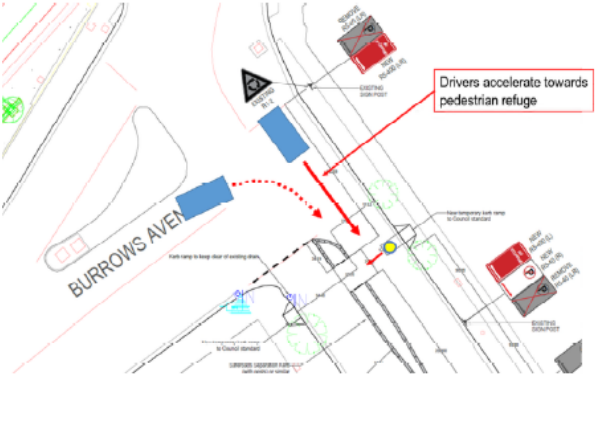
Item	Issue	Risk	Site Illustration	Response
2	<b>Kerb Transition</b> Auditors have concerns relating to the transition between the proposed kerb ramp, gutter and road surface on the western side of Hogan Avenue. The cross falls and transitions between each element appear to be abrupt. This may present a trip hazard to pedestrians resulting in an injury. This is particularly dangerous as pedestrian may fall/trip onto the roadway into the path of an approaching vehicle. Wheeled crossing users (i.e pram, wheelchair) may also have difficulty navigating the crossing at this location.	Medium		Temporary concrete pram ramp will be constructed and asphalt reggraded locally as necessary to mitigate this issue

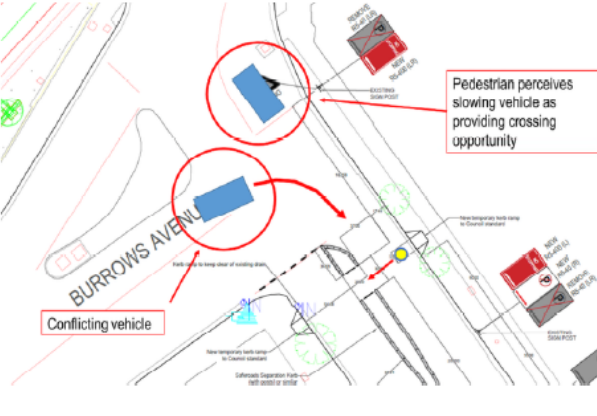
Item	Issue	Risk	Site Illustration	Response
3	<b>Ponding</b> Auditors noted the amount of debris and water present in the gutter at the proposed kerb location on the western side of Hogan Avenue. Ponding of storm water and collection of debris during wet weather may present a slip and/or trip hazard for pedestrians resulting in an injury. This is particularly an issue for mobility impaired and elderly pedestrians.	Low		Temporary concrete pram ramp will be constructed and asphalt reggraded locally as necessary to mitigate this issue

Item	Issue	Risk	Site Illustration	Response
4	<b>Sight Lines</b> Sight lines between drivers approaching from Bolton Avenue and pedestrians on the eastern side of the crossing are poor due to the existing tree north of the proposed kerb ramp. As a result, pedestrians may not see approaching vehicles. Similarly, a driver may not see pedestrians approaching or starting to cross the road. This increases the likelihood of a pedestrian-vehicle collision.	Medium		Trees will be trimmed by IWC maintenance and JHLORJV to into removal of trees subject to IWC agreement, process to remove trees is as follows under Sydney Metro contract:- 1. Arborist Report - 2 weeks 2. Update SMU project tree report with findings from Arborist report - 3 weeks 3. Consistency Assessment to amend project boundary - work zone 4. Project ER(Independent Enviro Representative) reviews on behalf of DPE and approves / rejects

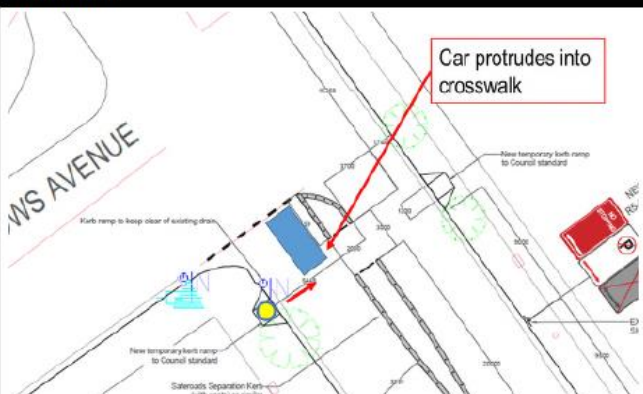
**Item 5**

Item	Issue	Risk	Site Illustration	Response
5	<p><b>Tree conflict</b></p> <p>The proposed kerb ramps are to be opposite each other such that the crossway is perpendicular to the kerb. Assuming the western kerb ramp does not move from its current location (due to proximity to a tree and drainage inlet), the location of the eastern kerb ramp may conflict with branches of the existing tree. This presents a hazard for pedestrians where they may injure themselves by running into overhanging branches. Further, vision impaired pedestrians using canes or other tactile devices may not be aware of the overhanging branches as they are not at ground level.</p>	Low		<p>Trees will be trimmed by IWC maintenance and JHLORJV to into removal of trees subject to IWC agreement, process to remove trees is as follows under Sydney Metro contract:-</p> <ol style="list-style-type: none"> <li>1. Arborist Report - 2 weeks</li> <li>2. Update SMU project tree report with findings from Arborist report - 3 weeks</li> <li>3. Consistency Assessment to amend project boundary - work zone</li> <li>4. Project ER (Independent Enviro Representative) reviews on behalf of DPE and approves / rejects</li> </ol>

Item	Issue	Risk	Site Illustration	Response
6	<p><b>Driver Behaviour</b></p> <p>Due to the priority arrangement at the intersection and the main flow of traffic, drivers from Bolton Avenue have few opportunities to enter the intersection. As a result, drivers were observed to behave in a risky manner and take any opportunity to enter the intersection, including small gaps in traffic. The following issues arise:</p> <ul style="list-style-type: none"> <li>Drivers may be accelerating excessively to enter the small gap in traffic and therefore be travelling at greater speed towards the pedestrian refuge</li> <li>Drivers may be pre-occupied avoiding a collision with another approaching vehicle such that they are not aware of a pedestrian already crossing or approaching the crossing.</li> <li>The likelihood of a vehicle-pedestrian collision is increased as a result.</li> </ul>	Medium		<p>Pedestrian refuge on Hogan Ave reduces the length of crossing for the pedestrians, traffic management to be reviewed / signage on approach to pedestrians refugee improved. ie intro of slow signs, pedestrian warning signage coming from Bolton.</p>

Item	Issue	Risk	Site Illustration	Response
7	<p><b>Pedestrian Confusion</b> Pedestrians may not be fully aware of the priority arrangement and therefore may be unaware of the vehicle movement that is conflicting with the crossing. A pedestrian may perceive a vehicle slowing down on the approach from Bolton Avenue as providing a crossing opportunity while a vehicle is approaching from Burrows Avenue. This confusion or misperception may increase the likelihood of a pedestrian-vehicle collision.</p>	Medium		<p>Pedestrian refuge on Hogan Ave reduces the length of crossing for the pedestrians, traffic management to be reviewed / signage on approach to pedestrians refugee improved. ie intro of slow signs, pedestrian warning signage coming from Bolton.</p>

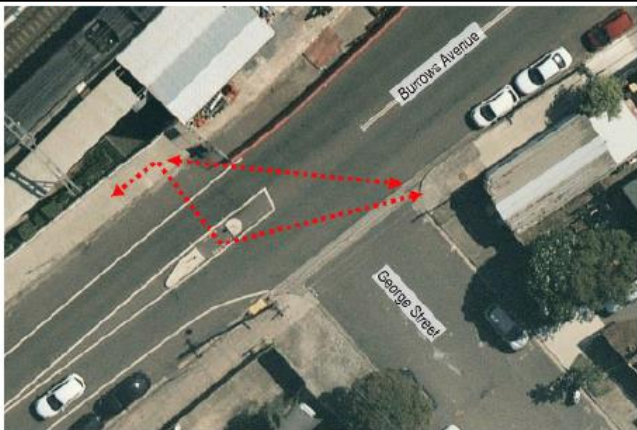


Item	Issue	Risk	Site Illustration	Response
8	<p>Cars queueing over crossing</p> <p>It can be expected for a vehicle to overhang into the crosswalk area during busy traffic periods (i.e northbound vehicle giving way to primary vehicle route).</p> <p>Further, pedestrians may be expecting the next vehicle to also stop, which may not be the case (primary movement is left turn into Burrows Avenue, which does not have a conflicting movement). This may increase the likelihood of a pedestrian-vehicle collision</p>	Low		<p>cars queuing heading toward Burrows Avenue from Hogan will not impact the pedestrians, the left hand turn has priority which is the more frequent movement. Queuing would only be for vehicles heading to Bolton St</p>



## Burrows Avenue

Table 1.2: Road Safety Audit Findings – Burrows Avenue

Item	Issue	Risk	Site Illustration	Response
9	<p>Passenger Drop Off/Pickup</p> <p>Drivers were observed to use the existing No Stopping on the southern kerb near the current pedestrian refuge and at the proposed crossing location to drop off/pick up train station users. Vehicles stopped near this location may block sight lines between approaching pedestrians and drivers, increasing the likelihood of a collision.</p> <p>Vehicles approaching the crossing may also attempt to 'squeeze' past the stopped vehicle, potentially colliding with a pedestrian starting to cross.</p>	Low		<p>Refer revised drawing P3519.004D Issue 004 - blister island detailed to RMS TDT 2011/01a - IWC Park</p> <p>Rangers to attend area and marshal to change behaviour</p>

Item	Issue	Risk	Site Illustration	Response
10	<p>Pedestrian Desire Line</p> <p>Pedestrians were observed to walk from the pedestrian refuge to the eastern kerb on George Street in a diagonal manner as shown. Some pedestrians were observed to not utilise the crossing location and refuge island all together, taking a long diagonal path. Both desire lines increase the crossing time of pedestrians, placing them on the road for a longer period of time and increasing the likelihood of a pedestrian-vehicle collision. Drivers may also not expect a pedestrian at these locations.</p> <p>Further, it can be expected that pedestrians may still follow this desire line in the future (with the proposed pedestrian refuge).</p>	Medium		<p>Review of lux levels – introduce additional lighting as necessary (solar). Mill / resheet locally at pram ramp / refuge location on completion of concrete works</p>

**Item 5**

Item	Issue	Risk	Site Illustration	Response
11	<b>Lighting</b> Auditors are concerned about the lighting provided at this crossing location. Only one omni-directional streetlight on a small outreach is observed on the southern kerb and may not sufficiently illuminate the crossing area. This may increase the chance that a pedestrian is not seen by drivers during low light periods (i.e night), resulting in a vehicle-pedestrian collision.	Medium		review lux levels in accordance with AS1158.4 or other applicable standard – introduce additional lighting as necessary (solar). Mill / resheet locally at pram ramp / refuge location on completion of concrete works
12	<b>Road Surface Condition</b> The road surface at the crossing location is of poor condition with cracks, ruts, undulations and raised edges within the crossing area, presenting a major trip hazard for pedestrians, particularly the mobility impaired. This may result in an injury	Medium		review lux levels in accordance with AS1158.4 or other applicable standard – introduce additional lighting as necessary (solar). Mill / resheet locally at pram ramp / refuge location on completion of concrete works

Item	Issue	Risk	Site Illustration	Response
13	The proposed refuge arrangement does not provide kerb buildouts or kerb blisters on Burrows Avenue, particularly on the northern kerbside. A number of issues arise from this: <ul style="list-style-type: none"> <li>▪ The effective pedestrian crossing distance and crossing time is greater. As a result, some pedestrians may not find a sufficient gap in traffic to cross, and may take more risks to cross in smaller gaps, which may lead to a pedestrian-vehicle collision. This is of particular concern for mobility impaired or elderly pedestrians</li> <li>▪ The longer crossing time means pedestrians are vulnerable to traffic for a longer period of time</li> <li>▪ To minimise crossing time, it can be expected for pedestrians to wait on the roadway at the edge of the parking lane. This places them closer towards moving traffic without any protective device (kerb or other), which may result in a 'clip' type collision.</li> <li>▪ The length of the no stopping on approach to the refuge (and lack of parked vehicles) may encourage drivers to straddle both lanes, exacerbating the issue above.</li> </ul>	Medium		Refer revised drawing P3519.004D Issue 4 - blister island detailed to RMS TDT 2011/01a on either side new pram ramp. Note widths do not allow a car to stop and allow cars to pass – so No Stopping signage to be retained

The Road Safety Audit examined the concept plans and site conditions relating to the proposed pedestrian refuges and identified any features of the project which could be altered or removed to improve safety for road users and others. The issues identified were prioritised based on Austroads' standard risk assessment. JHLORJV responded to each of the identified issues as outlined above.


**PUBLIC CONSULTATION**

Sydney Metro Sydenham Station and Junction (SSJ) are responsible for any consultation requirements. At regular Sydney Metro SSJ update meetings, attended by Council's Traffic



Section, a report is given detailing what consultation has been carried out and itemise any concerns residents / businesses have raised. To date one concern by a George Street resident has been received where the resident was enquiring about whether the present works would be formalised.

In response to Traffic Section's request for local residents / businesses to be consulted specifically on the formalisation of the works SSJ have supplied a copy of a flyer ( reproduced below) which has been distributed locally to all residents / businesses. Any responses and concerns will be tabled at the Traffic Committee meeting.



**SYDENHAM STATION** MAY 2019

Sydney Metro is Australia's biggest public transport project. Services start in 2019 in the city's North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new CBD metro railway stations at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system—the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre.

John Holland Pty Ltd and Laing O'Rourke Australia Construction Pty Ltd have been awarded the contract for major railway work at Sydenham as part of Sydney Metro, including the upgrade of Sydenham Station.

**Work around Sydenham Station**  
Work to upgrade Sydenham Station to metro standards is underway with work zones set up along Burrows Avenue and Bolton Street.

**Improved road and pedestrian safety**  
To improve pedestrian movements along Burrows Avenue and Hogan Street a number of additional temporary road and footpath upgrades are proposed. These include:

- Burrows Avenue**
  - The current pedestrian refuge island will be widened to align with the proposed improved ramps on either side.
  - The current pedestrian ramp on the rail side will be widened.
  - The temporary yellow ramp on the southern side (adjacent to George Street) will be removed and replaced with a wider concrete ramp.
- Hogan Avenue**
  - The temporary yellow ramps on either side of the road will be removed and replaced with wider concrete ramps.
  - A new refuge island will be installed to connect pedestrians and align with the new concrete ramps.
  - Loss of two (2) parking spaces along Hogan Avenue intersection with Burrows Avenue.

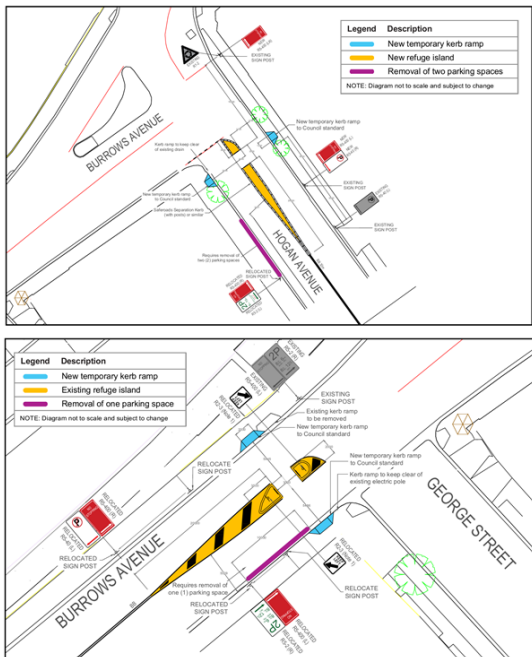
The road and footpath changes will remain in place for at least two years.

**Have your say**  
Your feedback is important. Should you wish to provide any comments regarding the proposal or have any questions, please contact [1800 171 386](tel:1800171386) (24 hour community information line) or [SydenhamMetro@transport.nsw.gov.au](mailto:SydenhamMetro@transport.nsw.gov.au). Submissions close at 5pm Friday 24 May 2019.

**What happens next**  
The plans will be included in a report to the Local Traffic Committee on 3 June 2019 and the recommendations from the committee will be considered by Council at a meeting on 28 June 2019.

**Thank you for your cooperation while we complete this essential work.**

Sydenham Metro info  
1800 171 386  
[sydenhammetro@transport.nsw.gov.au](mailto:sydenhammetro@transport.nsw.gov.au)



**Legend Description**

- New temporary kerb ramp
- New refuge island
- Removal of two parking spaces

NOTE: Diagram not to scale and subject to change

**Legend Description**

- New temporary kerb ramp
- Existing refuge island
- Removal of one parking space

NOTE: Diagram not to scale and subject to change

Sydenham Metro info  
1800 171 386  
[sydenhammetro@transport.nsw.gov.au](mailto:sydenhammetro@transport.nsw.gov.au)

If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call Sydney Metro on 1800 171 386. The interpreter will then assist you with translation. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call Sydney Metro on 1800 171 386. The interpreter will then assist you with translation.

## CONCLUSION

It is recommended that the report be received and noted and that approval of the design plans for the temporary traffic control be determined by the Traffic Committee at its meeting.

Generally, the mitigation measures as responded by JHLORJV to the issues raised in the Road Safety Audit are acceptable. However, additional controls at the intersection of Hogan Avenue and Burrows Road requires further investigation and treatment to satisfy the issues raised in the Road Safety Audit.

It is noted that the issue with the tree in Hogan Avenue (Issue 5) may not be able to be resolved satisfactorily without the tree being removed completely and replaced nearby with another tree. Adequate sight lines for pedestrians are paramount for satisfactory road safety outcomes. Should approval be forthcoming it is recommended that the tree be removed and replaced nearby.

In regards to illegal drop-off / pick-up movements by motorists in Burrows Avenue (Issue 9) it is suggested that a recommendation, should approval be forthcoming, that Council's Parking Officers regularly monitor the location.

## ATTACHMENTS

Nil.

**Item No:** LTC0619 Item 6

**Subject:** TOOTHILL STREET AT VICTORIA STREET, LEWISHAM – CONCEPT PLAN FOR RAISED PEDESTRIAN CROSSING WITH KERB EXTENSIONS ON ALL APPROACHES OF INTERSECTION (DAMUM - STANMORE WARD/ SUMMER HILL ELECTORATE/ INNER WEST PAC)

**Prepared By:** Jennifer Adams - Engineer – Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

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## **RECOMMENDATION**

### **THAT:**

1. The concept proposal to raise the existing pedestrian zebra crossing on Toothill Street at its intersection with Victoria Street, Lewisham and construct kerb blister extensions on all approaches of the intersection in order to improve pedestrian safety, especially school children, at the location be supported in principle and listed within Council's Forward Capital Works Program; and
  2. Responding residents be advised in terms of this report.
- 

## **BACKGROUND**

Residents have raised concerns about the safety of pedestrians using the pedestrian zebra crossing on Toothill Street adjacent to its intersection with Victoria Street, Lewisham. A concept plan showing potential improvements at the intersection was distributed locally to get feedback on a proposal to raise the existing pedestrian zebra crossing and construct kerb blister extensions on all approaches of the intersection in order to improve pedestrian safety, especially for school children at the location.

Subsequent to consultation and support for the proposed treatment, it is recommended that the proposal be supported in principle and the project be listed within Council's Forward Capital Works Program.

Council regularly monitors the subject crossing and has initiated various measures over time at the crossing to improve sightlines for both pedestrians and motorists approaching this crossing - removal of hedges; large chevron signage has been replaced with more compact chevron signage; pedestrian signs have been upgraded to fluorescent type to improve visibility of the crossing facility; along with regular remarking of the pedestrian crossing panels. Warning zig-zag lines are installed at the crossing. Incidents of motorists not stopping at the crossing have been reported to NSW Police.

## **FINANCIAL IMPLICATIONS**

The construction of the proposed raised pedestrian crossing and kerb blister extensions will be listed for consideration in the future capital works program.



**OTHER STAFF COMMENTS**

Street Name	Toothill Street	Victoria Street
Section	Between Victoria Street and The Boulevarde	Between Summer Hill Street and Eltham Street
Carriageway Width (m)	7.3	9.6
Carriageway Type	Two-way road with one travel lane, in addition to kerbside parking lanes.	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Regional	Local
85 <sup>th</sup> Percentile Speed (km/h)	43.2	38.5
Vehicles Per Day (vpd)	9,180	984
Reported Crash History (July 2011 – June 2016)	2 injury crashes at intersection Toothill Street / Victoria Street	No crashes recorded Victoria Street / Toothill Street.
Heavy Vehicle Volume (%)	2.1	3.0
Parking Arrangements	Unrestricted parking on the southern side and permit parking restrictions on the northern side of the road.	Sections of unrestricted parking and sections of resident permit parking restrictions

**Item 6**


The subject pedestrian crossing on Toothill Street is just south of its intersection with Victoria Street, Lewisham.



Looking north along Toothill Street towards Victoria Street



Looking south along Toothill Street towards Victoria Street

### **PUBLIC CONSULTATION**

The concept plan was delivered to 130 surrounding properties and 10 responses were received, eight in support and two opposing the proposal. Consultation period started on 10 May and closed on 24 May 2019.



**Improving pedestrian safety, especially for school children, in Toothill Street at Victoria Street, Lewisham**



The map below shows the survey area and the list below outlines resident comments and concerns with Officer's responses.



Resident Comments (supporting the concept proposal and any concerns raised)	Officer's Response
The resident thanked council for its "thoughtful and proactive approach to road safety" noting that it would make it safer for their children to	Pedestrian safety is a major consideration in proposing the concept plan for potential improvements at the intersection. Residents have previously commented about speeding

<p>walk to Lewisham Station.</p> <p>Another resident “fully supports” the proposal to raise the pedestrian crossing on Toothill Street. They state that they have had “countless close calls on that crossing both day and night where people come down Toothill Street too fast and don’t see people on the crossing or waiting to cross.”</p> <p>Another resident supports the proposal. They say that “the proposed upgrading work is necessary and very useful for the pedestrians; also very useful to minimize the traffic safety concerns. There are lots of school children using Toothill Street every day. The current condition of the crossing is too simple, not noticeable enough for such a position with busy traffic every day.” They noted they are looking forward to seeing the upgrading work done.</p> <p>Another resident says “In principle they welcome the proposal given the significant use of the crossing by school children.” They add that cars often speed in the area and that the suggested works will help slow traffic at the intersection</p>	<p>vehicles in the locality and the proposed raised crossing would slow traffic in Toothill Street and improve safety of pedestrians when crossing the road.</p>
<p>A resident says that the proposal is urgently needed however noted that additional treatment works are required to mitigate other site conditions and risks:</p> <ul style="list-style-type: none"> <li>- increased traffic congestion in the area due to recent development growth</li> <li>- poor sight lines due to cars parked either side of the crossing on the north side of the intersection</li> <li>- overgrown trees that obstruct signage and</li> <li>- there should be road markings advising drivers of upcoming crossing.</li> </ul>	<p>In accordance to the Australian Standards (AS1742.10-2009), the design requirements for an on-street line marked pedestrian crossing must consist of ‘No Stopping’ prohibition within the vicinity of the crossing. This is to increase visibility for pedestrians and improve safety. The proposed new kerb extensions would be incorporated into the design to minimise the loss in car parking spaces.</p> <p>It is noted that ‘zig zag’ lines are already present as an advance warning of the existing pedestrian crossing.</p>
<p>The resident raised concerns regarding safety of cyclists and asked that consideration be given to how cyclists can be allowed to navigate any kerb extensions built as they can force cyclists to swerve into the main car flow of traffic.</p>	<p>The resident’s concerns regarding cyclists’ safety would be taken into consideration in the design stage.</p>

<p>A resident of Victoria Street said that the proposed upgrade to the pedestrian crossing is warranted with the amount of foot traffic using the crossing during morning and afternoon peak / school hours as Toothill Street has a lot of vehicular traffic (school buses, trucks and cars) from Old Canterbury Road to New Canterbury Road.</p> <p>The resident reiterated that when looking at the kerb extensions please consider that Victoria Street is used by school and Transit System buses turning from Victoria Street into Toothill Street towards Old Canterbury Road; and noted that kerb extensions on the western side of Victoria Street would block traffic flow if there was a vehicle turning right into Victoria Street.</p>	<p>The resident's concerns regarding buses and trucks using the intersection and possible traffic congestion due to not enough room on Toothill Street for vehicles turning right into Victoria Street, without impeding eastbound traffic on Toothill Street would be taken into consideration in the design stage should the concept plan be approved in principle.</p>
<p>One resident raised concerns about traffic noise being increased due to raising the crossing, especially in light of the significant recent increase in traffic volumes due to the increase in local development in the locality.</p>	<p>The concerns regarding increased noise are noted.</p>
<p>A local resident supported the raising of the crossing saying that "the current facility is inadequate and is an accident waiting to happen as cars regularly travel, at speed, through this crossing." They asked specifically "how many car parking spaces will be lost on either side of Toothill Street".</p>	<p>In accordance to the Australian Standards (AS1742.10-2009), the design requirements for an on-street line marked pedestrian crossing must consist of 'No Stopping' prohibition within the vicinity of the crossing. This is to increase visibility for pedestrians and improve safety. The proposed new kerb extensions would be incorporated into the design to minimise the loss in car parking spaces.</p>
<b>Residents' Comments (opposing the concept proposal)</b>	<b>Officer's Response</b>
<p>The resident opposes the proposal and stated that "gridlock is likely to be created by installing blister kerbs on all 4 corners of Toothill and Victoria Streets. Toothill a narrow street, is a major artery connecting Old Canterbury and Stanmore roads and the proposed blisters would likely slow down traffic considerably. They would also make entry to and from Victoria Street and Toothill more difficult than it presently is." Adding that congestion is an issue and adding kerb blisters would not solve the 'real traffic problem' in the locality.</p>	<p>Received and noted. It is noted that the proposed kerb extensions in addition to the raising of the pedestrian crossing will improve safety of pedestrians when crossing the road.</p>



Another resident opposes the proposed works noting that evidence has not been provided that “the proposal would benefit the neighbourhood compared to Council resources being utilised elsewhere” and that the proposal may result in the loss of on-street car parking spaces.	Received and noted. On-street parking is a major consideration during the development of any design plans. Generally, current design practices endeavour to minimise the loss of any legal on-street parking spaces by placing kerb extensions / blisters within the existing statutory 10 metre ‘No Stopping’ zones at intersections.
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## **CONCLUSION**

Subsequent to consultation and support for the proposed works, it is recommended that the proposal be supported in principle and the project be listed in Council’s forward Capital Works Program.

## **ATTACHMENTS**

Nil.

**Item No:** LTC0619 Item 7

**Subject:** MINOR TRAFFIC FACILITIES (ALL WARDS/ALL ELECTORATES/ALL PACS)

**Prepared By:** Davide Torresan - Coordinator - Road Access Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

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## RECOMMENDATION

### THAT:

1. A 6m 'Disabled Parking' zone be removed in front of No.3 Merton Street, Stanmore;
  2. A 6m 'Disabled Parking' zone be removed opposite No.16 Prospect Street, Leichhardt and the resident parking restrictions be reinstated;
  3. A 6m 'Disabled Parking' zone be removed in front of No.92 Denison Road, Lewisham and the resident parking restrictions be reinstated;
  4. A 6m 'Disabled Parking' zone be installed in front of No.4 Queen Street, Marrickville;
  5. A 6m 'Disabled Parking' zone be installed in front of No.13 Reuss Street, Leichhardt.
- 

## BACKGROUND

This report considers minor traffic facility applications by Inner West Council, and includes 'Disabled Parking' and 'Works Zone' requests.

## FINANCIAL IMPLICATIONS

Nil.

## OTHER STAFF COMMENTS

### 1. Removal of 'Disabled Parking' restriction – Merton Street, Stanmore

A resident advised that the 'Disabled Parking' zone in front of No.3 Merton Street, Stanmore, was not being utilised. Council staff contacted the original applicant and they have confirmed that the 'Disabled Parking' zone is no longer required.

It is recommended that the 6m 'Disabled Parking' zone in front of No.3 Merton Street, Stanmore, be removed.

### 2. Removal of 'Disabled Parking' restriction – Prospect Street, Leichhardt

A resident advised that the 'Disabled Parking' zone opposite No.16 Prospect Street, Leichhardt, was not being utilised. Council staff contacted the original applicant and they have confirmed that the 'Disabled Parking' zone is no longer required.

It is recommended that the 6m 'Disabled Parking' zone in front of No.16 Prospect Street, Leichhardt, be removed, and the resident parking restrictions be reinstated.

### 3. Removal of 'Disabled Parking' restriction – Denison Road, Lewisham

A resident advised that the 'Disabled Parking' zone in front of No.92 Denison Road, Lewisham, was not being utilised. Council staff contacted the original applicant and they have confirmed that the 'Disabled Parking' zone is no longer required.

It is recommended that the 6m 'Disabled Parking' zone in front of No.92 Denison Road, Lewisham, be removed, and the resident parking restrictions be reinstated.

#### **4. Installation of 'Disabled Parking' Restriction – Queen Street, Marrickville**

The resident of No.4 Queen Street, Marrickville has requested the installation of 'Disabled Parking Zone' in front of the resident's property. A site investigation has revealed the property does not have off street parking. The applicant does not require the use of wheelchair.

It is recommended that a 6.0m 'Disabled Parking Zone' be installed in front of No.4 Queen Street, Marrickville.



No. 4 Queen Street, Marrickville

#### **5. Installation of 'Disabled Parking' Restriction – Reuss Street, Leichhardt**

The resident of No.13 Reuss Street, Leichhardt has requested the installation of 'Disabled Parking Zone' in front of the resident's property. A site investigation has revealed the property does not have off street parking. The applicant does not require the use of wheelchair. The owners of the neighbouring property No.11 Reuss Street have also provided written concurrence for the proposed 'Disabled Parking Zone' in Reuss Street.

It is recommended that a 6.0m 'Disabled Parking Zone' be installed in front of No.13 Reuss Street, Leichhardt.



No.13 Reuss Street, Leichhardt

**PUBLIC CONSULTATION**

Nil

**ATTACHMENTS**

Nil.

**Item No:** LTC0619 Item 8  
**Subject:** Bruce Street, Stanmore - Proposed Permit Parking Area M17 (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)  
**Prepared By:** Mary Bailey - Parking Planner  
**Authorised By:** John Stephens - Traffic and Transport Services Manager

## RECOMMENDATION

### THAT:

- Implementation of '2P Permit Holders Excepted 8am-10pm Mon-Fri Area M17' restrictions in Bruce Street between Douglas Street and Temple Street (western side);
- Implementation of 10m Statutory 'No Stopping' restrictions in Bruce Street, north of Douglas Street (western side); and
- Implementation of 10m Statutory 'No Stopping' restrictions in Bruce Street, south of Temple Street (western side); be approved.

## BACKGROUND

Following receipt of a petition from residents, Council carried out resident and parking surveys to determine whether permit parking should be considered for the section of Bruce Street, Stanmore, between Temple Street and Douglas Street in order to provide additional parking opportunities for residents.

<b>Street Name and Suburb</b>	Bruce Street, Stanmore
<b>Section</b>	Between Douglas Street and Temple Street
<b>Carriageway Width (m)</b>	12.8m
<b>Carriageway Type</b>	Two-way street
<b>Classification</b>	local
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	46.6
<b>Vehicles Per Day (vpd)</b>	1998 most recent count (794 vpd)
<b>Reported Crash History (July 2013 - June 2017)</b>	N/A
<b>Heavy Vehicle Volume (%)</b>	2%
<b>Parking Arrangements</b>	Unrestricted parking. Many households have access to off street parking via Bruce Lane East and Bruce lane West.

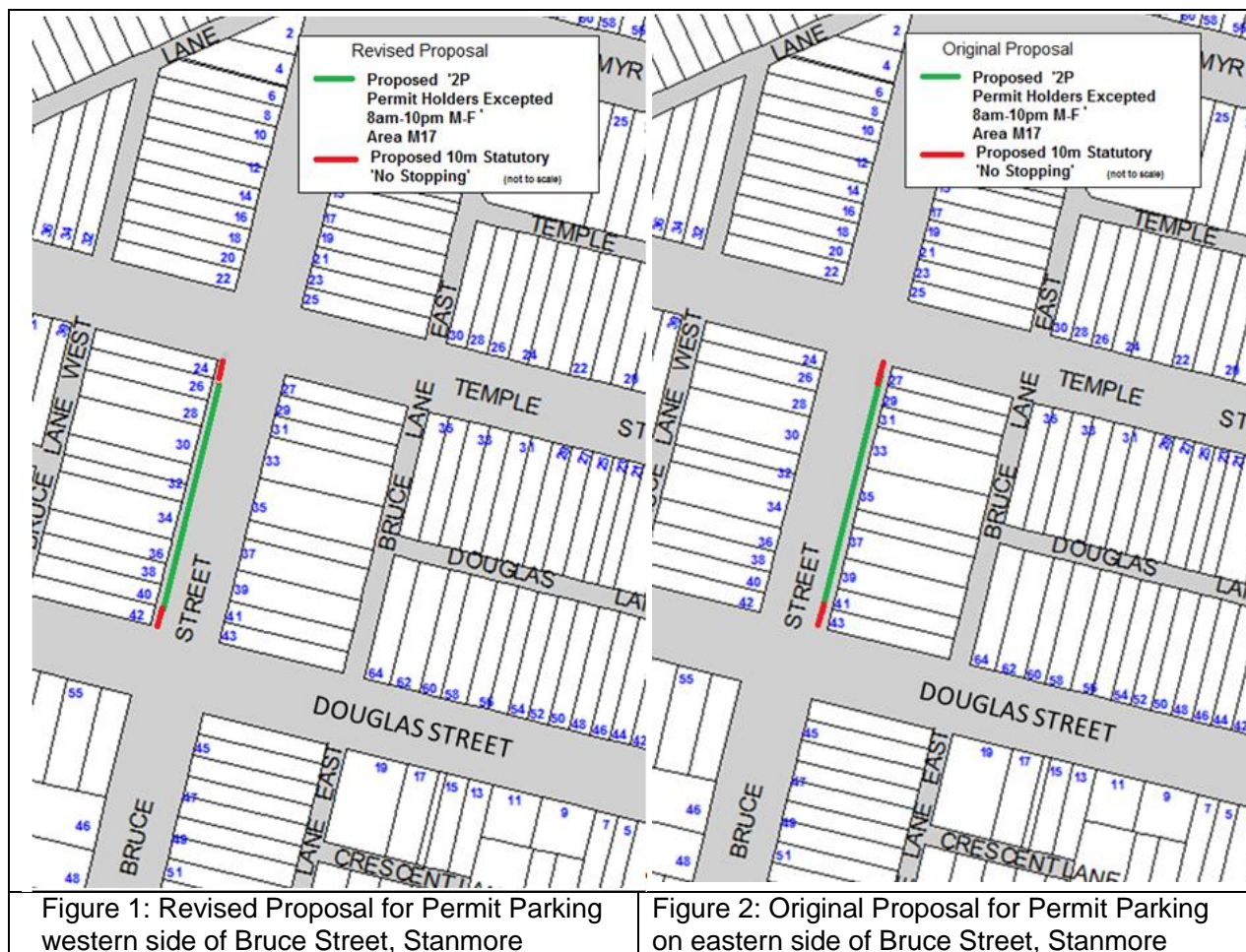
Residents were consulted on a proposal to implement 'Permit Parking' in Bruce Street, Stanmore. Feedback received as a result of the initial consultation phase resulted in a revised proposal being developed. The rationale for the revision of the proposal was that the consultation resulted in stronger support for the implementation of permit parking from residents on the western side of Bruce Street and not on the eastern side as originally proposed. An analysis of the feedback from residents is detailed in the Public Consultation section of this report below.

The revised proposal is as follows;



- Implement '2P Permit Holders Excepted 8am-10pm Mon-Fri Area M17' - Bruce Street between Douglas Street and Temple Street (western side)
- Implement 10m Statutory 'No Stopping' - Bruce Street north of Douglas Street (western side)
- Implement 10m Statutory 'No Stopping' - Bruce Street south of Temple Street (western side)

The revised proposal is illustrated in **Figure 1** below and the original proposal is illustrated in **Figure 2** below.



### **Parking Occupancy**

To determine parking demand officers carried out parking occupancy surveys at 8am; 12:00pm; 4:00pm and 6:00pm on Wednesday, 13 February 2019, in the section of Bruce Street between Myrtle Street and Douglas Street.

The parking survey results indicated that there was a high parking demand in Bruce Street between Temple Street and Douglas Street where the permit parking is being proposed with demand above 90% through the daytime hours. This demand exceeds the required 85% occupancy for consideration of permit parking. The results are mapped in **Figure 3** below and detailed in **Table 1** below.

It can also be observed in **Table 1** below that parking surveys undertaken for the section of Bruce Street between Temple Street and Myrtle Street showed that the average occupancy for both sides of the subject section of the street during the daytime was very near 85% (77% and 100% (avg 88%) at 12 noon and 69% and 100% (avg 85%) at 4pm). There was insufficient

support from residents of this section to consider permit parking. Further details are available in the *Public Consultation* section of the report.

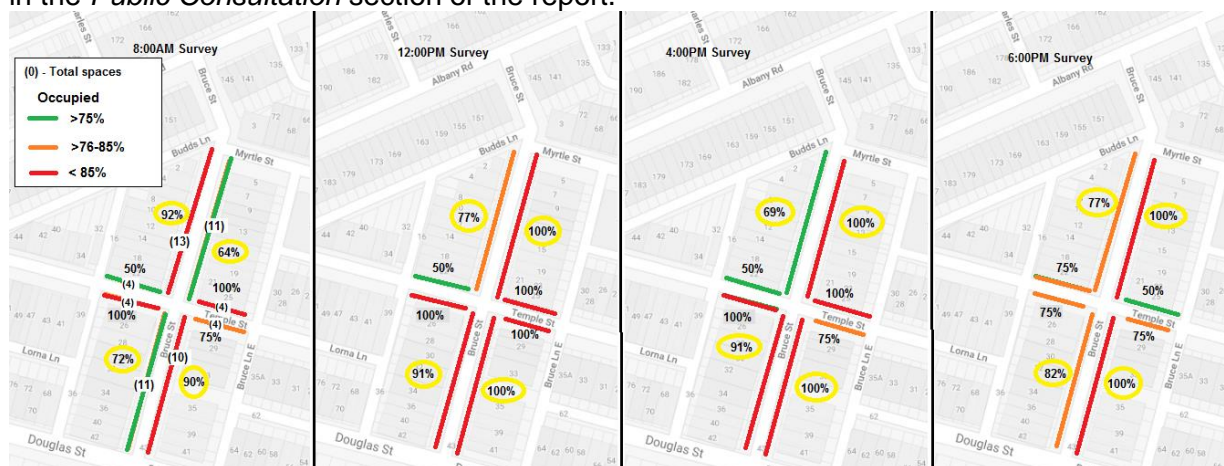


Figure 3: Results of Parking Occupancy Survey mapped

Table 1: Parking Survey results for Bruce Street, Stanmore

<b>BRUCE STREET, STANMORE WEDNESDAY 13/02/2019</b>				
<b>BETWEEN:</b>	TEMPLE STREET & DOUGLAS STREET EAST SIDE			
<b>TOTAL No. of Spaces</b>	10			
<b>No. of Spaces Occupied</b>	9	10	10	10
<b>% OCCUPIED</b>	90.00%	100.00%	100.00%	100.00%
<b>BRUCE STREET, STANMORE WEDNESDAY 13/02/2019</b>				
<b>BETWEEN:</b>	DOUGLAS STREET & TEMPLE STREET WEST SIDE			
<b>TOTAL No. of Spaces</b>	11			
<b>No. of Spaces Occupied</b>	8	10	10	9
<b>% OCCUPIED</b>	72.73%	90.91%	90.91%	81.82%
<b>BRUCE STREET, STANMORE WEDNESDAY 13/02/2019</b>				
	8AM	12PM	4PM	6PM
<b>BETWEEN:</b>	MYRTLE STREET & TEMPLE STREET EAST SIDE			
<b>TOTAL No. of Spaces</b>	11			
<b>No. of Spaces Occupied</b>	7	11	11	11
<b>% OCCUPIED</b>	63.64%	100.00%	100.00%	100.00%
<b>BRUCE STREET, STANMORE WEST SIDE WEDNESDAY 13/02/2019</b>				
	8AM	12PM	4PM	6PM
<b>BETWEEN:</b>	MYRTLE STREET AND TEMPLE STREET WEST SIDE			
<b>TOTAL No. of Spaces</b>	13			
<b>No. of Spaces Occupied</b>	12	10	9	10
<b>% OCCUPIED</b>	92.31%	76.92%	69.23%	76.92%
<b>86%-100%</b>				
<b>76%-85%</b>				
<b>60-75%</b>				

## FINANCIAL IMPLICATIONS

The cost of the signposting to be funded from Council's operating budget.

## PUBLIC CONSULTATION

Subsequent to receiving a petition from residents of eleven (11) households in Bruce Street between Douglas Street and Temple Street, Council sent by letter to affected residents a

proposal to implement permit parking on the eastern side of Bruce Street in the section between Douglas Street and Temple Street. Following the initial letter being sent, Council extended the consultation area.

Council requires that there is a 30% response rate from the households in the subject section of road where surveys were sent. There are seventeen (17) households in the section of Bruce Street between Temple Street and Douglas Street and there were twelve (12) responses to the survey, a 64% response rate. Of the twelve (12) respondents, nine (9) were petitioners, two of the petitioners did not respond to the survey.

There were five (5) petitioners from the eastern side and six (6) petitioners from the western side in the subject section of Bruce Street.

Initially, a proposal to implement permit parking on the eastern side was developed following site investigation to determine the number of driveways in the street as well as the number of off-street parking spaces available to Bruce Street residents via Bruce Street Lane East and Bruce Lane West.

Feedback received from community engagement indicated there was stronger support for permit parking from residents on the western side of Bruce Street between Temple Street and Douglas Street, than on the eastern side. Overall there were respondents from six (6) separate households in support of permit parking on the western side of the street and four (4) in support of permit parking on the eastern side of the street. (Note: five (5) of the seven (7) total responses from the western side indicated they supported the proposal only if it incorporated the western side of the street)

A notification was sent to all affected residents on 10 May 2019 advising of the revision and details that the matter was to be considered at this meeting.

It should be noted that the residents of Bruce Street between Temple Street and Myrtle Street were also consulted due to possible flow-on effects. Residents in this section of Bruce Street did not have the same issue with regards to parking and there was no support for an RPS in this section of Bruce Street.

## **CONCLUSION**

Given the high parking occupancy in Bruce Street between Temple Street and Douglas Street and the support for permit parking, the proposal is supported.

## **ATTACHMENTS**

Nil.

**Item No:** LTC0619 Item 9

**Subject:** Piper Lane, Annandale - Proposed 'No Stopping' and 'No Parking' zones (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

**Prepared By:** Vinoth Srinivasan - Engineer - Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

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## RECOMMENDATION

**THAT a 10m statutory 'No Stopping' zone and subsequent 39.4m 'No Parking' zone be installed on the eastern side of Piper Lane, Annandale, north of Rose Street.**

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## BACKGROUND

Council has received concerns from residents of Annandale Street regarding vehicles parking on the eastern side of Piper Lane, Annandale and subsequently obstructing rear driveway access for properties Nos.301–305 Annandale Street.

There is an existing 6.6m 'No Parking' zone on the eastern side of Piper Lane that is located opposite the rear boundary of No.307 Annandale Street which prevents driveway obstruction to that property.

### Site Location & Road Network

Street Name(s)	Piper Lane, Annandale
Section	Between Rose Street and Weynton Street
Traffic Volume	79 (2013 Traffic Count)
Recorded Accident History (5 year)	Nil.
Recorded 85% speed	28.8km/h (2013 Traffic Count)
Speed Limit	50km/h
Carriageway width	Approx. 5m
Carriageway Type	Two way laneway
Road Classification (State, Regional, Local)	Local

## FINANCIAL IMPLICATIONS

Nil.

## OTHER STAFF COMMENTS

In order to provide unobstructed driveway access to Nos.301-305 Annandale Street, it is proposed to provide a 10m 'No Stopping' zone and subsequent 39.4m 'No Parking' zone on the eastern side of Piper Lane, north of Rose Street, Annandale. The proposal is shown on the following plan.

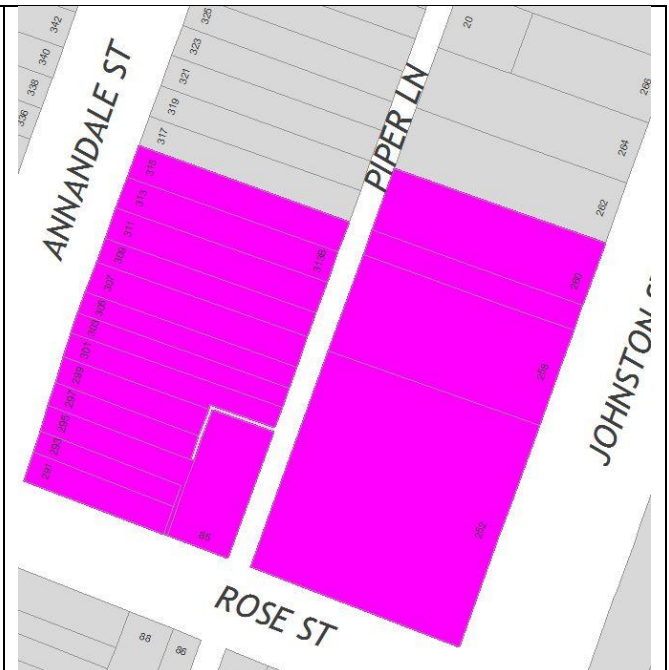




**PUBLIC CONSULTATION**

A letter outlining the above proposal was mailed out to the affected 16 properties in Piper Lane and Rose Street, Annandale, requesting residents' views regarding the proposal.

One (1) response was received in objection to Council's proposal to install the statutory 10m 'No Stopping' zone.



Residents' Comments	Officer Comments
<p>I support Council's proposal to extend the existing 'No Parking' zone, however object to Council's proposal to install a 10 metre 'No Stopping' zone.</p> <p>I regularly turn right into Rose Street when travelling south on Piper Lane and do not have problems with parked vehicles on Piper Lane restricting my view. Vehicles on Rose</p>	<p>Signposting of the statutory 'No Stopping' restriction is required to complete the proposed length of 'No Parking' restrictions. Parking in Piper Lane immediately north of Rose Street (side boundary of No.85 Rose Street) is typically on the western side of the lane and so the section of the proposed restrictions opposite the side boundary of No.65 Rose Street only</p>

**Item 9**

Street are parked too close to the intersection of Piper Lane and imposing a parking restriction on Piper Lane will not remedy this.	formalises existing parking behavior.
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**ATTACHMENTS**

Nil.

**Item No:** LTC0619 Item 10

**Subject:** BLACKWOOD LANE, DULWICH HILL - PROPOSED SECTION OF 'NO PARKING' (ASHFIELD - DJARRAWUNANG WARD/SUMMER HILL) ELECTORATE/INNER WEST PAC)

**Prepared By:** Mary Bailey - Parking Planner

**Authorised By:** John Stephens - Traffic and Transport Services Manager

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## RECOMMENDATION

**THAT implementation of 'No Parking' in Blackwood Lane, Dulwich Hill for a 5m section immediately south from the driveway of No.13 Blackwood Avenue (northern side); be approved.**

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## BACKGROUND

Following representations from a resident, Council is proposing to introduce a section of 'No Parking' in Blackwood Lane, Dulwich Hill, in order to improve access to off-street parking and the lane thoroughfare. Since Blackwood Lane has been made one-way, the resident reports it is now more difficult to enter and exit their garage as there are fewer options for manoeuvring.

<b>Street Name and Suburb</b>	Blackwood Lane, Dulwich Hill
<b>Section</b>	Between Blackwood Avenue and MacArthur Parade, Dulwich Hill
<b>Carriageway Width (m)</b>	4.9m
<b>Carriageway Type</b>	One-way lane
<b>Classification</b>	Local
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	Not available
<b>Vehicles Per Day (vpd)</b>	Not Available
<b>Reported Crash History (July 2013 - June 2017)</b>	N/A
<b>Heavy Vehicle Volume (%)</b>	Not Available
<b>Parking Arrangements</b>	Unrestricted parking. Vehicles generally park on the northern side.

Blackwood Lane is a one-way lane west to east and is approximately 4.9 metres wide. The proposal for parking restrictions to allow for access to and from off-street parking is illustrated in **Figure 1** below.



Figure 1: Proposed restrictions in Blackwood Lane

The photographs shown below (**Figure 2 and Figure 3**) illustrate the obstruction caused by vehicles parked in the laneway for those entering and exiting the Blackwood Lane access to off-street parking for the residence in Blackwood Street.



Figure 2: Parking conditions in subject section of Blackwood Lane





Figure 3: Parking conditions in the subject section of Blackwood Lane

It should be noted that when vehicles are parked directly opposite a garage entrance in laneways, ingress/egress can be extremely difficult. Laneways were generally built to provide service access for properties and access into off-street parking facilities.

According to Council's *Laneway Guidelines* (December 2015) Laneways can be used for a variety of purposes which are listed below:

- Access for garbage collection trucks and deliveries where required
- Access to existing off-street parking within properties
- Access for emergency vehicles, pedestrians and cyclists
- Accessible parking for people with disabilities where appropriate
- Parking where space is available and access is maintained.

Blackwood Lane is approximately 4.9m wide. The *Laneway Guidelines* state that, "For parking to be allowed in a narrow laneway, the Australian Standards require that parallel parking spaces be at least 2.1 metres wide and NSW Road Rules requires that at least 3 metres must be available between a parked car and the kerb or edge of the laneway to allow moving vehicles to pass safely. Therefore, laneway widths that are less than 5.1 metres are too narrow to allow parking as any parked vehicle would prevent traffic from using the laneway."

In this case, Council has received concerns that access to off-street parking is being restricted because of parking in the laneway. Furthermore, the laneway is only 4.9m wide. Therefore, according to Council's *Laneway Guidelines* Blackwood Lane is not wide enough to cater for parking.

### **FINANCIAL IMPLICATIONS**

The cost of the signposting will be funded from Council's operating budget for signs and line marking.

### **PUBLIC CONSULTATION**

Council sent the proposal by letter to affected residents and as at the closing date for submissions no responses were received.

### **CONCLUSION**

Given that the 4.9 metre wide lane is one-way, and this limits manoeuvrability for those accessing off street parking at the subject location; and, given that no objections have been received; the proposal is supported.

**ATTACHMENTS**

Nil.

**Item No:** LTC0619 Item 11

**Subject:** MITCHELL LANE, MARRICKVILLE - PROPOSED PARKING RESTRICTIONS (MIDJUBURI- MARRICKVILLE WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)

**Prepared By:** Mary Bailey - Parking Planner

**Authorised By:** John Stephens - Traffic and Transport Services Manager

## RECOMMENDATION

### THAT:

1. Implementation of 10m 'No Stopping' in Mitchell Lane (western side) at its intersection with Mitchell Street;
2. Implementation of 'No Parking' in Mitchell Lane (western side) from proposed 10m 'No Stopping' zone to driveway of loading dock at rear of No.2 Mitchell Street;
3. Implementation of 'No Parking' in Mitchell Lane (eastern side) from driveway rear of Property No. 157 Victoria Road to driveway rear of Nos.165-169 Victoria Road; be approved.

## BACKGROUND

Following representation from the community, Council is proposing parking restrictions in Mitchell Lane, Marrickville in order to address safety and access issues.

<b>Street Name and Suburb</b>	Mitchell Lane, Marrickville
<b>Section</b>	Between Mitchell Road and cul-de-sac
<b>Carriageway Width (m)</b>	4.9m
<b>Carriageway Type</b>	Two-way lane
<b>Classification</b>	Local
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	Not available
<b>Vehicles Per Day (vpd)</b>	Not Available
<b>Reported Crash History (July 2013 - June 2017)</b>	N/A
<b>Heavy Vehicle Volume (%)</b>	Not Available
<b>Parking Arrangements</b>	Unrestricted parking. Vehicles generally park on the western side. Lane used to access loading dock of Bourke Street Bakery.

Currently there are no parking restrictions in the subject section of Mitchell Lane. Due to feedback from local businesses about damage to parked vehicles and reports of obstruction of access to off street parking/loading areas, Council is proposing to implement 'No Parking' restrictions in the laneway.

In Mitchell Lane (south) at Mitchell Street, a 'No Stopping' zone is being proposed to address reported safety and manoeuvrability issues.

The proposal is illustrated in **Figure 1** below.



Figure 1: Proposed parking restrictions in Mitchell Lane, Marrickville

According to Council's *Laneway Guidelines* (December 2015) Laneways can be used for a variety of purposes which are listed below:

- Access for garbage collection trucks and deliveries where required.
- Access to existing off-street parking within properties.
- Access for emergency vehicles, pedestrians and cyclists.
- Accessible parking for people with disabilities where appropriate.
- Parking where space is available and access is maintained.

Mitchell Lane is 5 metres wide. The *Laneway Guidelines* state that, "For parking to be allowed in a narrow laneway, the Australian Standards require that parallel parking spaces be at least 2.1 metres wide and NSW Road Rules requires that at least 3 metres must be available between a parked car and the kerb or edge of the laneway to allow moving vehicles to pass safely. Therefore, laneway widths that are less than 5.1 metres are too narrow to allow parking as any parked vehicle would prevent traffic from using the laneway."

## **FINANCIAL IMPLICATIONS**

The cost of the signposting will be covered from Council's operating budget.

## **PUBLIC CONSULTATION**

Council sent letters to all affected properties on 2 May 2019. No submissions were received by the closing date 20 May 2019.

## **CONCLUSION**

In this case, Council has received concerns that parked vehicles are being damaged by other vehicles seeking thoroughfare and access to off-street parking/loading area that is being



restricted because of parking in the laneway. Furthermore, the laneway is only 5m wide. Therefore, according to Council's Laneway Guidelines, Mitchell Lane is not wide enough to cater for parking. Given the factors related to access and safety and the narrowness of the lane, the proposal is supported.

**ATTACHMENTS**

Nil.

**Item No:** LTC0619 Item 12

**Subject:** EDGEWARE ROAD, ENMORE - PROPOSED PERMIT PARKING  
(STANMORE - DAMUN WARD/NEWTOWN ELECTORATE/INNER WEST PAC)

**Prepared By:** Mary Bailey - Parking Planner

**Authorised By:** John Stephens - Traffic and Transport Services Manager

## RECOMMENDATION

### THAT:

- Implementation of '2P Permit Holders Excepted 8am-10pm Area M14' – Edgware Road between the existing 'No Stopping' zones at Darley Street and Lord Street; be approved.

## BACKGROUND

<b>Street Name and Suburb</b>	Edgware Road, Enmore
<b>Section</b>	Between Darley Street and Lord Street
<b>Carriageway Width (m)</b>	12.8m
<b>Carriageway Type</b>	Two-way lane, parking both sides
<b>Classification</b>	Local
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	Not available
<b>Vehicles Per Day (vpd)</b>	Not Available
<b>Reported Crash History (July 2013 - June 2017)</b>	No reported crashes
<b>Heavy Vehicle Volume (%)</b>	Not Available
<b>Parking Arrangements</b>	Unrestricted parking on both sides

Following representation from the community, Council is proposing to install permit parking in a short section of Edgware Road between Darley Street and Lord Street to provide opportunity for residents to park in an area where there is a high demand for parking due to workers from construction projects in the area, residents from nearby parking-restricted streets; and workers from nearby commercial and industrial premises. This proposal seeks to increase the amount of parking available for residents of Edgware Road on the eastern side of the road.

The proposal is illustrated in the following **Figure 1**.



**Figure 1. Existing and Proposed Parking at subject location**

The designation of this section of Edgeware Road as permit parking would assist eligible residents of Darley and Lord Streets as well as allowing eligible residents of Edgeware Road to access permits to park in the wider M14 area.

### **FINANCIAL IMPLICATIONS**

The cost of signposting will be funded from Council's operational budget.

### **PUBLIC CONSULTATION**

On 15 April 2019 letters were sent to affected properties advising that submissions on the proposal should be received by Wednesday 15 May 2019. Submissions were received from four (4) households. Of those, there was one (1) objection and three were supportive of the proposal. Feedback and Officer Comments are detailed in the following Table 1.

Table 1: Summary of Feedback

Support	Officer Comment
Given that Lord and Darley street are set up this way does it not stand to reason residents like myself on Edgeware Road, that are closer to the Sydney Metro Dive site and other commercial businesses in the area which are likely to use unrestricted parking areas, have an equal or greater need for a resident parking permit.	Given the demand for parking in this area, the installation of permit parking as proposed will provide residents of this section of Edgeware Road with increased permit parking opportunities both along their street as well as nearby Streets.
Object	
We love having unrestricted parking as it gives us and our guest's flexibility to park where we want. We don't support the introduction of more fees from Council.	The proposal only covers one side of the roadway and there is unrestricted parking available in nearby streets including Lord Street and Darley Street.

### CONCLUSION

Given the support from residents and the fact that both adjoining streets (Lord Street and Darley Street) have permit parking, the proposal will result in increased parking opportunities for residents, therefore the proposal is supported.

### ATTACHMENTS

Nil.



**Item No:** LTC0619 Item 13

**Subject:** **GOODSIR STREET, ROZELLE - PROPOSED REMOVAL OF EXISTING 'NO PARKING, 8AM-6PM MON-FRI' ZONE (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)**

**Prepared By:** Vinoth Srinivasan - Engineer - Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

## **RECOMMENDATION**

**THAT the existing 'No Parking, 8am-6pm Mon-Fri' zone in Goodsir Street, outside Goodsir Street Reserve, Rozelle be removed.**

## **BACKGROUND**

A number of residents in Goodsir Street, Rozelle have requested a review of the existing 'No Parking, 8am-6pm Mon-Fri' zone in Goodsir Street, outside Goodsir Street Reserve (opposite Moore Street).

'No Parking restrictions were initially provided outside Goodsir Street Reserve to allow access for maintenance/mowing vehicles to the Reserve. In September 2008, the Traffic Committee recommended that the full-time 'No Parking' restriction be changed to the current 'No Parking, 8am-6pm Mon-Fri' zone to provide additional parking after work hours and on weekends.

### Site Location & Road Network

Street Name(s)	Goodsir Street, Rozelle
Section	Evans Street to Mullens Street
Traffic Volume	398 (2008 Traffic Count)
Recorded Accident History (5 year)	Nil.
Recorded 85% speed	40.3km/h (2008 Traffic Count)
Speed Limit	40km/h
Carriageway width	Approx. 8m
Carriageway Type	Two way street with kerb side parking lanes on both sides of the street
Road Classification (State, Regional, Local)	Local

## **FINANCIAL IMPLICATIONS**

Nil.

## **OTHER STAFF COMMENTS**

As the parking demand is high in this area, Council is proposing to remove the existing 'No Parking, 8am-6pm Mon-Fri' zone. This will allow for two extra vehicles to park in the subject location.

Council's Parks and Streetscapes Coordinator has supported the proposed removal of the existing 'No Parking' restriction.

The turning area for a standard (B85) vehicle at the intersection of Moore Street and Goodsir Street will not be affected by vehicles parked in the existing 'No Parking' zone.

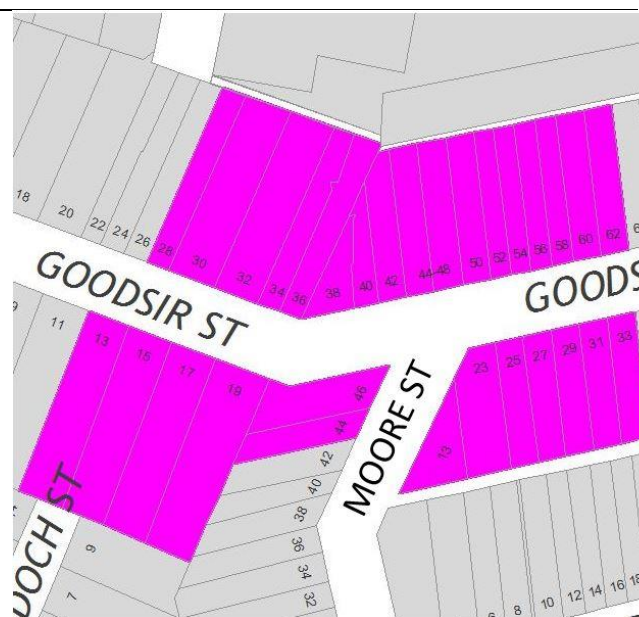
The proposal is shown on the following plan.



## PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected 29 properties in Goodsir Street and Moore Street, Rozelle, requesting residents' views regarding the proposal.

Seven (7) responses were received in support of Council's proposal.



Residents' Comments	Officer Comments
<p>Residents commented that the proposal would benefit the community due to the high demand for parking caused by:</p> <ul style="list-style-type: none"> <li>Commuter Parking</li> </ul>	<p>Council can investigate the possibility of implementing a Resident Parking Scheme (RPS) on Goodsir Street as a separate matter should sufficient formal requests be received and when reviewing parking in this area.</p>

<ul style="list-style-type: none"><li>• Passengers of the White Bay Cruise Terminal</li><li>• Resident overflow from streets with restricted parking</li></ul> <p>A resident also requested Council consider Resident Parking Scheme restrictions in the street.</p>	
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**ATTACHMENTS**

Nil.

**Item No:** LTC0619 Item 14

**Subject:** **QUEEN STREET, ASHFIELD – PROPOSED ‘NO STOPPING’ IN QUEEN STREET AT INTERSECTION WITH HARLAND STREET, (DJARRAWUNANG – ASHFIELD WARD/SUMMER HILL ELECTORATE/ BURWOOD PAC)**

**Prepared By:** Boris Muha - Engineer – Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

## RECOMMENDATION

**THAT 12.7 metres of ‘No Stopping’ be placed on the eastern corner of Queen Street south of the intersection with Harland Street, Ashfield.**

## BACKGROUND

A request has been received to install ‘No Stopping’ signage on the eastern corner of Queen Street, at Harland Street, Ashfield to improve both sight lines to and from the driveway access for No.228 Queen Street as well as improving traffic manoeuvrability at the intersection of Harland Street.

It is proposed to install a 12.7m ‘No Stopping’ restriction up to the driveway of No.228 Queen Street. The restriction will assist to remove illegal parking and prevent obstruction to and provide visibility to the driveway access. It will also improve the visibility and traffic manoeuvrability around the intersection of Harland Street.

### Site Location & Road Network

Street Name(s)	Queen Street
Section	Intersection with Harland Street.
Traffic Volumes	10,860 (2018 count in Queen Street, south of Harland Street.)
Recorded Accident History (5 Years)	No RMS recorded accidents at intersection. 1 (non-injury, veer into central median-March 2019, north side of intersection-Police report)
Recorded 85% speed	48
Speed Limit	50
Carriageway width	Approx. 10.3m
Carriageway Type	Two-way with one travel lane in each direction, and kerb side parking on both sides of the street, south of Harland Street.
Road Classification (State, Regional, Local)	Local (collector)





## **FINANCIAL IMPLICATIONS**

Nil.

## **OTHER STAFF COMMENTS**

- There is a high volume of traffic in Queen Street and the traffic travels and flows near towards the kerb at the intersection;
- The area is insufficient in length to legally park a vehicle which then encroaches into the statutory 'No Stopping' distance of 10 metres from the intersection;
- The clearance will prevent obstruction and provide visibility to driveway access at No.228 Queen Street; and
- The clearance improves visibility and traffic manoeuvrability around Harland Street.

## **PUBLIC CONSULTATION**

Consultation letters have been issued out to 9 residential properties to the intersection of Harland Street and Queen Street. Closure of submissions was 21 May 2019. No responses have been received leading up to the preparation of this report prior to the closure of submissions. Any responses received will be tabled at the meeting.



## CONCLUSION

It is recommended that a 'No Stopping' restriction be installed up to the driveway of No.228 Queen Street, approximately 12.7metres in distance on the eastern corner side of Queen Street, south of Harland Street, Ashfield, to improve traffic conditions at the intersection.

## ATTACHMENTS

Nil.

**Item No:** LTC0619 Item 15  
**Subject:** CROYDON ROAD, CROYDON – PROPOSED REMOVAL OF PARKING ON THE EASTERN SIDE BETWEEN PARRAMATTA ROAD AND WEST STREET.  
(GULGADYA–LEICHHARDT WARD /STRATHFIELD ELECTORATE/ BURWOOD PAC)

**Prepared By:** Boris Muha - Engineer – Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

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## RECOMMENDATION

### THAT:

1. The existing 'No Stopping' restriction on the eastern side of Croydon Road be extended from 12m to 20m south of the Parramatta Road property boundary line;
  2. A 'No Parking' restriction be installed on the eastern side of Croydon Road approximately from 20m to 40m south of Parramatta Road; and
  3. The existing 'Bus Zone' on the eastern side of Croydon Road from 40m to 62m south of Parramatta Road be retained.
- 

## BACKGROUND

Council has received complaints from Transit Systems (operating government buses) and the general public regarding the difficulty of buses turning right from Parramatta Road into Croydon Road, Croydon and traffic passing parked vehicles on the eastern side of Croydon Road between Parramatta Road and West Street.

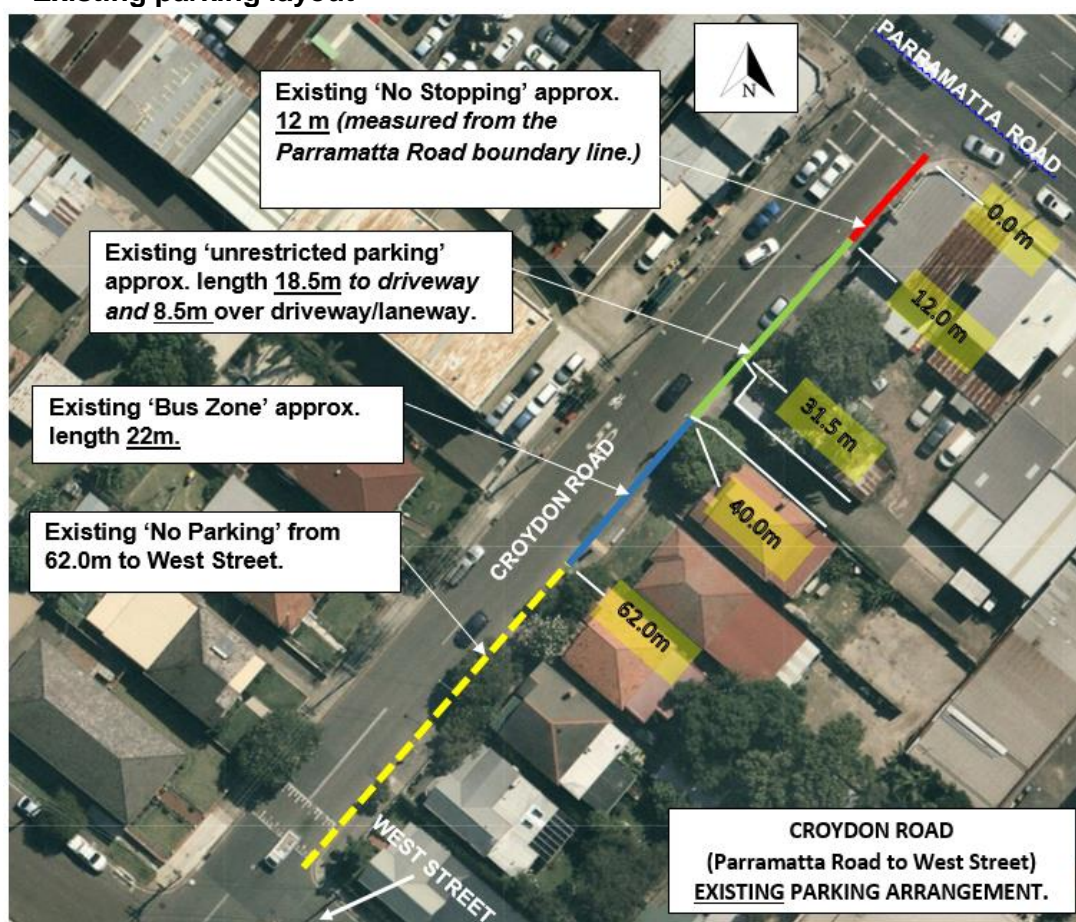
Subsequently, Transit Systems have requested that the parking be removed along the eastern side of Croydon Road between Parramatta Road and West Street.

It is advised that traffic, particularly buses, when passing the parked vehicles on the eastern side of Croydon Road, cross the centreline causing possible conflict and hazard with the opposing traffic when manoeuvring around the intersection. Furthermore, buses cannot pull in properly and safely close to the kerb at the bus stop located just south of the intersection with vehicles parking north of the 'Bus Zone'.

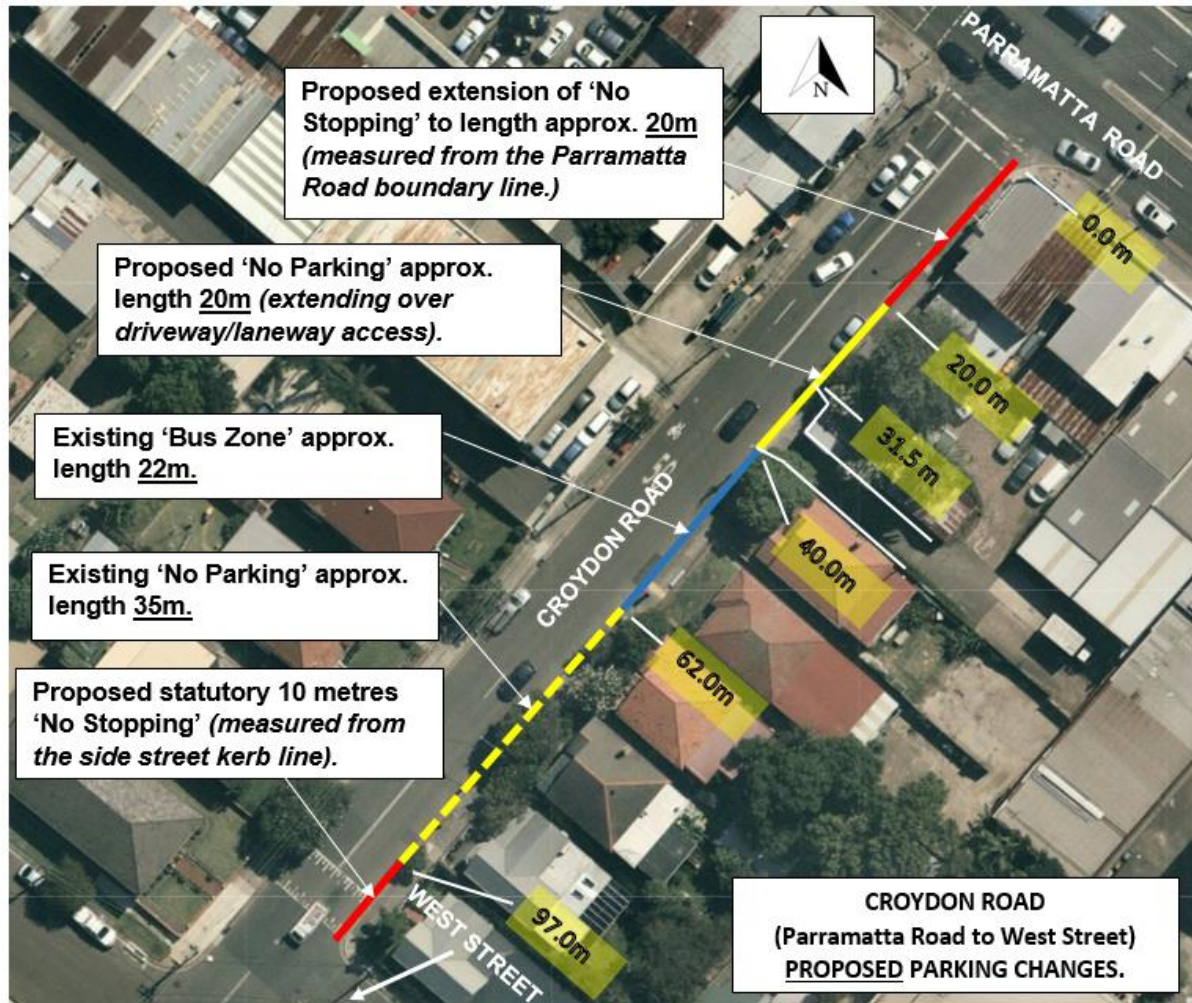
### Site Location & Road Network

Street Name(s)	Croydon Road
Section	Between Parramatta Road and West Street.
Traffic Volumes	Approx. 9,000 (2018 count in Croydon Road, south of Parramatta Road)
Recorded Accident History (5 Years)	At intersection of Parramatta Road and Croydon Road/Arlington Street

	3 cross-traffic (2013, 2014, 2018. (2) injury, (1) non-injury)) 2 rear-ends (2014, (1) injury, (1) non-injury))
Recorded 85% speed	46
Speed Limit	50
Carriageway width	Approx. 9.9-10.1m
Carriageway Type	Two-way with one travel lane south bound and two travel lanes northbound near the intersection. West side of the above road section (from Parramatta Road) has existing Full-time 'No Stopping'; 'Bus Zone' and Part time 'No Stopping' AM and PM peak Mon-Fri. restrictions. East side (from Parramatta Road) has Full-time 'No Stopping'; unrestricted parking; 'Bus Zone' and 'No Parking' restrictions.
Road Classification (State, Regional, Local)	Local (collector)

**Existing parking layout**

**Proposed parking layout**





## FINANCIAL IMPLICATIONS

## OTHER STAFF COMMENTS

The following comments are provided:

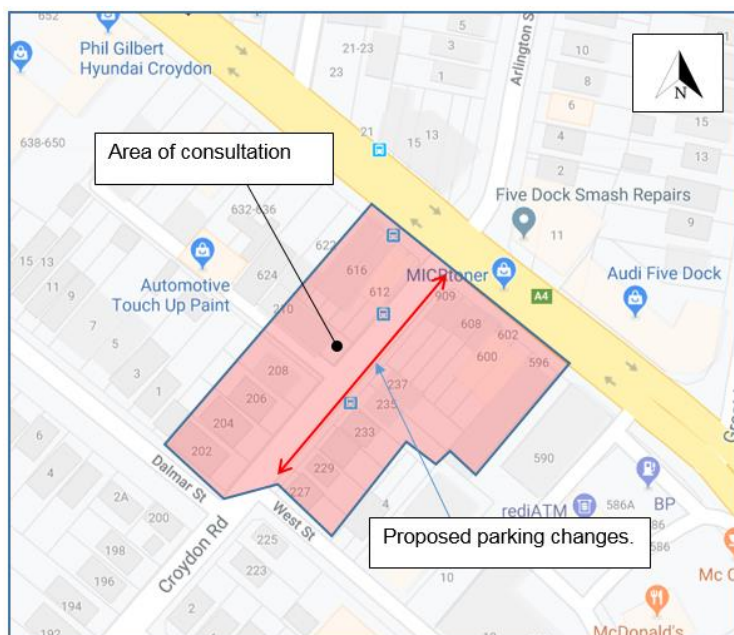
- Croydon Road between Parramatta Road and Church Street services frequent main bus routes 490 and 492 between Drummoyne and Hurstville/Rockdale stations.
- The double white barrier centreline approximately 32 m in length leads up to the driveway and rear laneway in Croydon Road as shown in the diagrams. The driveway and rear laneway services the shops/business on the south-east corner of Parramatta Road and Croydon Road.
- The double white barrier centreline, separating northbound and southbound traffic near the intersection is slightly offset to the east to accommodate the two marked travel lanes on the northbound approach.
- Traffic generally queues along Croydon Road back south of the signalised intersection in both travel lanes to turn right, left or travel through the intersection.
- Buses were observed to cross well over the centreline when vehicles park on the east side of the road. Buses are required at times to stop or crawl in path and await opposing vehicle clearance for them to move over the centreline. South bound traffic is held back to the intersection.

- Owing to the narrow width of the southbound lanes (approx. 4.8m) and with parked cars to the eastern side of the road, buses at times encroach out into the southbound travel area in approach to the Bus Stop. Hence, vehicles queue on the opposing travel lanes thus obstructing the clear passageway for southbound traffic.
- The southbound carriageway near the intersection is below the recommended minimum of 5.1 metres to the centreline (2.1 metres for parking and 3.0m travel lane.)
- Parked cars can be vulnerable to side swipe particular from buses.
- Rear lane parking is provided to the shops/businesses on the south-eastern corner of Parramatta Road and Croydon Road, or unrestricted parking is provided within the side streets (e.g. Dalmar Street/West Street) in proximity to the intersection.
- Minimum of 20 metres of 'No Stopping' is required under the RMS technical directions on the departure side of a signalised intersection.

## PUBLIC CONSULTATION

Consultation letters were forwarded to 23 shop/business properties within proximity of the intersection of Parramatta Road and Croydon Road, and along Croydon Road between Parramatta Road and West Street.

Closure of submissions was on 21 May 2019. No responses have been received leading up to the preparation of this report prior to the closure of submissions. Any responses received will be tabled at the meeting.



## CONCLUSION

It is recommended that parking changes be undertaken to remove the parking on the eastern side of Croydon Road between Parramatta Road and West Street to avoid conflict with the opposing traffic and relieve congestion south of the intersection with Parramatta Road.

## ATTACHMENTS

Nil.

**Item No:** LTC0619 Item 16

**Subject:** CODE OF CONDUCT FOR COUNCIL COMMITTEE MEMBERS, DELEGATES OF COUNCIL AND COUNCIL ADVISERS (ALL WARDS / ALL ELECTORATES / ALL PACS)

**Prepared By:** Manod Wickramasinghe - Coordinator – Traffic and Parking Services

### **SUMMARY**

This report introduces the new Code of Conduct.

### **RECOMMENDATION**

**THAT this report be received and noted.**

### **BACKGROUND**

Council's Civic Governance Manager has advised that in March 2019, Council adopted a Code of Conduct for Council Committee Members, Delegates of Council and Council Advisers. The Code of Conduct is applicable to all Councillors, staff and members of Council Committees (which are not advisory in nature).

The Code of Conduct is divided into the following sections:

- Part 1 – The Introduction
- Part 2 – Definitions
- Part 3 – General Conduct Obligations
- Part 4 – Pecuniary Interests
- Part 5 – Non-Pecuniary Conflicts of Interests
- Part 6 – Personal Benefit
- Part 7 – Access to Information and Council Resources
- Part 8 – Maintaining the Integrity of this code
- Schedule 1 & 2

All Committee Members should make themselves familiar with the Code of Conduct (**Attachment 1**).

### **ATTACHMENTS**

1. [↓](#) Code of conduct for council committee members, delegates of council and council advisers



**The Model Code of Conduct  
for Local Councils in NSW**

**Code of Conduct for Council  
Committee Members, Delegates of  
Council and Council Advisers**

<b>Type of Document:</b>	Council Policy
<b>Date of Issue:</b>	5 March 2019
<b>Scope:</b>	This policy applies to the conduct of Council Officials
<b>References &amp; Legislation:</b>	Local Government Act 1993 Local Government General Regulation 2005 Social Media Policy Social Media Policy for Councillors
<b>Document Management Reference:</b>	
<b>Custodian:</b>	Group Manager Integration, Customer Service, Business Excellence and Civic and Executive Support
<b>Approval:</b>	Council
<b>Version Control:</b>	Policy created – March 2019, Version 1.0



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**PART 1 INTRODUCTION**

This code of conduct applies to council committee members and delegates of council who are not councillors or staff of the council. It also applies to advisers of council for the purposes of clause 4.12. It is based on the *Model Code of Conduct for Local Councils in NSW* ("the Model Code of Conduct"), which has been prescribed under the *Local Government (General) Regulation 2005* (the "Regulation").

Section 440 of the *Local Government Act 1993* ("LGA") requires every council (including county councils) and joint organisation to adopt a code of conduct that incorporates the provisions of the Model Code of Conduct. A council's or joint organisation's adopted code of conduct may also include provisions that supplement the Model Code of Conduct and that extend its application to persons that are not "council officials" for the purposes of the Model Code of Conduct (eg volunteers, contractors and members of wholly advisory committees).

The Model Code of Conduct sets the minimum standards of conduct for council officials. It is prescribed by regulation to assist council officials to:

- understand and comply with the standards of conduct that are expected of them
- enable them to fulfil their statutory duty to act honestly and exercise a reasonable degree of care and diligence (section 439)
- act in a way that enhances public confidence in local government.

Councillors, administrators, members of staff of councils, delegates of councils, (including members of council committees that are delegates of a council) and any other person a council's adopted code of conduct applies to, must comply with the applicable provisions of their council's code of conduct. It is the personal responsibility of council officials to comply with the standards in the code and to regularly review their personal circumstances and conduct with this in mind.

Failure by a council committee member or delegate of the council to comply with a council's code of conduct may give rise to disciplinary action.

## **PART 2 DEFINITIONS**

In this code the following terms have the following meanings:

committee	see the definition of “council committee”
complaint	a code of conduct complaint made for the purposes of clauses 4.1 and 4.2 of the Procedures.
council	includes county councils and joint organisations
council committee	a committee established by a council comprising of councillors, staff or other persons that the council has delegated functions to
council committee member	a person other than a councillor or member of staff of a council who is a member of a council committee other than a wholly advisory committee
council official	includes councillors, members of staff of a council, administrators, council committee members, delegates of council and, for the purposes of clause 4.12, council advisers
councillor	any person elected or appointed to civic office, including the mayor and includes members and chairpersons of county councils and voting representatives of the boards of joint organisations and chairpersons of joint organisations
conduct	includes acts and omissions
delegate of council	a person (other than a councillor or member of staff of a council) or body, and the individual members of that body, to whom a function of the council is delegated
designated person	a person referred to in clause 4.8
election campaign	includes council, state and federal election campaigns
general manager	includes the executive officer of a joint organisation
joint organisation	a joint organisation established under section 400O of the LGA
LGA	the <i>Local Government Act 1993</i>

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**Item 16**

**Attachment 1**



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members of staff of a council	includes members of staff of county councils and joint organisations
the Office	Office of Local Government
personal information	information or an opinion (including information or an opinion forming part of a database and whether or not recorded in a material form) about an individual whose identity is apparent or can reasonably be ascertained from the information or opinion
the Procedures	the <i>Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW</i> prescribed under the Regulation
the Regulation	the <i>Local Government (General) Regulation 2005</i>
wholly advisory committee	a council committee that the council has not delegated any functions to

Item 16

Attachment 1

### **PART 3 GENERAL CONDUCT OBLIGATIONS**

#### General conduct

- 3.1 You must not conduct yourself in a manner that:
- a) is likely to bring the council or other council officials into disrepute
  - b) is contrary to statutory requirements or the council's administrative requirements or policies
  - c) is improper or unethical
  - d) is an abuse of power
  - e) causes, comprises or involves intimidation or verbal abuse
  - f) involves the misuse of your position to obtain a private benefit
  - g) constitutes harassment or bullying behaviour under this code, or is unlawfully discriminatory.
- 3.2 You must act lawfully and honestly, and exercise a reasonable degree of care and diligence in carrying out your functions under the LGA or any other Act. (*section 439*).

#### Fairness and equity

- 3.3 You must consider issues consistently, promptly and fairly. You must deal with matters in accordance with established procedures, in a non-discriminatory manner.
- 3.4 You must take all relevant facts known to you, or that you should be reasonably aware of, into consideration and have regard to the particular merits of each case. You must not take irrelevant matters or circumstances into consideration when making decisions.
- 3.5 An act or omission in good faith, whether or not it involves error, will not constitute a breach of clauses 3.3 or 3.4.

#### Harassment and discrimination

- 3.6 You must not harass or unlawfully discriminate against others, or support others who harass or unlawfully discriminate against others, on the grounds of sex, pregnancy, breastfeeding, race, age, marital or domestic status, homosexuality, disability, transgender status, infectious disease, carer's responsibilities or political, religious or other affiliation.
- 3.7 For the purposes of this code, "harassment" is any form of behaviour towards a person that:
- a) is not wanted by the person
  - b) offends, humiliates or intimidates the person, and
  - c) creates a hostile environment.

#### Bullying

- 3.8 You must not engage in bullying behaviour towards others.
- 3.9 For the purposes of this code, "bullying behaviour" is any behaviour in which:
- a) a person or a group of people repeatedly behaves unreasonably towards another person or a group of persons, and

- b) the behaviour creates a risk to health and safety.

3.10 Bullying behaviour may involve, but is not limited to, any of the following types of behaviour:

- a) aggressive, threatening or intimidating conduct
- b) belittling or humiliating comments
- c) spreading malicious rumours
- d) teasing, practical jokes or 'initiation ceremonies'
- e) exclusion from work-related events
- f) unreasonable work expectations, including too much or too little work, or work below or beyond a worker's skill level
- g) displaying offensive material
- h) pressure to behave in an inappropriate manner.

3.11 Reasonable management action carried out in a reasonable manner does not constitute bullying behaviour for the purposes of this code. Examples of reasonable management action may include, but are not limited to:

- a) performance management processes
- b) disciplinary action for misconduct
- c) informing a worker about unsatisfactory work performance or inappropriate work behaviour
- d) directing a worker to perform duties in keeping with their job
- e) maintaining reasonable workplace goals and standards
- f) legitimately exercising a regulatory function
- g) legitimately implementing a council policy or administrative processes.

Work health and safety

3.12 All council officials, including councillors, owe statutory duties under the *Work Health and Safety Act 2011* (WH&S Act). You must comply with your duties under the WH&S Act and your responsibilities under any policies or procedures adopted by the council to ensure workplace health and safety. Specifically, you must:

- a) take reasonable care for your own health and safety
- b) take reasonable care that your acts or omissions do not adversely affect the health and safety of other persons
- c) comply, so far as you are reasonably able, with any reasonable instruction that is given to ensure compliance with the WH&S Act and any policies or procedures adopted by the council to ensure workplace health and safety
- d) cooperate with any reasonable policy or procedure of the council relating to workplace health or safety that has been notified to council staff
- e) report accidents, incidents, near misses, to the general manager or such other staff member nominated by the general manager, and take part in any incident investigations
- f) so far as is reasonably practicable, consult, co-operate and coordinate with all others who have a duty under the WH&S Act in relation to the same matter.

Land use planning, development assessment and other regulatory functions

- 3.13 You must ensure that land use planning, development assessment and other regulatory decisions are properly made, and that all parties are dealt with fairly. You must avoid any occasion for suspicion of improper conduct in the exercise of land use planning, development assessment and other regulatory functions.
- 3.14 In exercising land use planning, development assessment and other regulatory functions, you must ensure that no action, statement or communication between yourself and others conveys any suggestion of willingness to improperly provide concessions or preferential or unduly unfavourable treatment.

Obligations in relation to meetings

- 3.15 You must comply with rulings by the chair at council and committee meetings or other proceedings of the council unless a motion dissenting from the ruling is passed.
- 3.16 You must not engage in bullying behaviour (as defined under this Part) towards the chair, other council officials or any members of the public present during council or committee meetings or other proceedings of the council (such as, but not limited to, workshops and briefing sessions).
- 3.17 You must not engage in conduct that disrupts council or committee meetings or other proceedings of the council (such as, but not limited to, workshops and briefing sessions), or that would otherwise be inconsistent with the orderly conduct of meetings.



## **PART 4      PECUNIARY INTERESTS**

### What is a pecuniary interest?

4.1 A pecuniary interest is an interest that you have in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to you or a person referred to in clause 4.3.

4.2 You will not have a pecuniary interest in a matter if the interest is so remote or insignificant that it could not reasonably be regarded as likely to influence any decision you might make in relation to the matter, or if the interest is of a kind specified in clause 4.6.

4.3 For the purposes of this Part, you will have a pecuniary interest in a matter if the pecuniary interest is:

- (a) your interest, or
- (b) the interest of your spouse or de facto partner, your relative, or your partner or employer, or
- (c) a company or other body of which you, or your nominee, partner or employer, is a shareholder or member.

4.4 For the purposes of clause 4.3:

- (a) Your "relative" is any of the following:
  - i) your parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child
  - ii) your spouse's or de facto partner's parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child
  - iii) the spouse or de facto partner of a person referred to in paragraphs (i) and (ii).
- (b) "de facto partner" has the same meaning as defined in section 21C of the *Interpretation Act 1987*.

4.5 You will not have a pecuniary interest in relation to a person referred to in subclauses 4.3(b) or (c):

- (a) if you are unaware of the relevant pecuniary interest of your spouse, de facto partner, relative, partner, employer or company or other body, or
- (b) just because the person is a member of, or is employed by, a council or a statutory body, or is employed by the Crown, or
- (c) just because the person is a member of, or a delegate of a council to, a company or other body that has a pecuniary interest in the matter, so long as the person has no beneficial interest in any shares of the company or body.

### What interests do not have to be disclosed?

4.6 You do not have to disclose the following interests for the purposes of this Part:

- (a) your interest as an elector
- (b) your interest as a ratepayer or person liable to pay a charge
- (c) an interest you have in any matter relating to the terms on which the provision of a service or the supply of goods or commodities is

- offered to the public generally, or to a section of the public that includes persons who are not subject to this code
- (d) an interest you have in any matter relating to the terms on which the provision of a service or the supply of goods or commodities is offered to your relative by the council in the same manner and subject to the same conditions as apply to persons who are not subject to this code
  - (e) an interest you have as a member of a club or other organisation or association, unless the interest is as the holder of an office in the club or organisation (whether remunerated or not)
  - (f) if you are a council committee member, an interest you have as a person chosen to represent the community, or as a member of a non-profit organisation or other community or special interest group, if you have been appointed to represent the organisation or group on the council committee
  - (g) an interest you have relating to a contract, proposed contract or other matter, if the interest arises only because of a beneficial interest in shares in a company that does not exceed 10 per cent of the voting rights in the company
  - (h) an interest you have arising from the proposed making by the council of an agreement between the council and a corporation, association or partnership, being a corporation, association or partnership that has more than 25 members, if the interest arises because your relative is a shareholder (but not a director) of the corporation, or is a member (but not a member of the committee) of the association, or is a partner of the partnership
  - (i) an interest you have arising from the making by the council of a contract or agreement with your relative for, or in relation to, any of the following, but only if the proposed contract or agreement is similar in terms and conditions to such contracts and agreements as have been made, or as are proposed to be made, by the council in respect of similar matters with other residents of the area:
    - i) the performance by the council at the expense of your relative of any work or service in connection with roads or sanitation
    - ii) security for damage to footpaths or roads
    - iii) any other service to be rendered, or act to be done, by the council by or under any Act conferring functions on the council, or by or under any contract
  - (j) an interest of a person arising from the passing for payment of a regular account for the wages or salary of an employee who is a relative of the person
  - (k) an interest arising from being covered by, or a proposal to be covered by, indemnity insurance as a council committee member

- 4.7 For the purposes of clause 4.6, "relative" has the same meaning as in clause 4.4, but includes your spouse or de facto partner.

What disclosures must be made by a designated person?

## 4.8 Designated persons include:

- (a) a person who is a delegate of the council and who holds a position identified by the council as the position of a designated person because it involves the exercise of functions (such as regulatory functions or contractual functions) that, in their exercise, could give rise to a conflict between the person's duty as a delegate and the person's private interest
- (b) a person (other than a member of the senior staff of the council) who is a member of a committee of the council identified by the council as a committee whose members are designated persons because the functions of the committee involve the exercise of the council's functions (such as regulatory functions or contractual functions) that, in their exercise, could give rise to a conflict between the member's duty as a member of the committee and the member's private interest.

## 4.9 A designated person:

- (a) must prepare and submit written returns of interests in accordance with clause 4.15, and
- (b) must disclose pecuniary interests in accordance with clause 4.10.

## 4.10 A designated person must disclose in writing to the general manager the nature of any pecuniary interest the person has in any council matter with which the person is dealing as soon as practicable after becoming aware of the interest.

## 4.11 The general manager must, on receiving a disclosure from a designated person, deal with the matter to which the disclosure relates or refer it to another person to deal with.

What disclosures must be made by council advisers?

## 4.12 A person who, at the request or with the consent of the council or a council committee, gives advice on any matter at any meeting of the council or committee, must disclose the nature of any pecuniary interest the person has in the matter to the meeting at the time the advice is given. The person is not required to disclose the person's interest as an adviser.

## 4.13 A person does not breach clause 4.12 if the person did not know, and could not reasonably be expected to have known, that the matter under consideration at the meeting was a matter in which they had a pecuniary interest.

What disclosures must be made by a council committee member?

## 4.14 A council committee member must disclose pecuniary interests in accordance with clause 4.22 and comply with clause 4.23.

**Note: A council committee member identified by council as a "designated person" for the purposes of clause 4.8(b) must also prepare and submit written returns of interests in accordance with clause 4.15.**

Disclosure of interests in written returns

- 4.15 A designated person must make and lodge with the general manager a return in the form set out in schedule 2 to this code, disclosing the designated person's interests as specified in schedule 1 to this code within 3 months after:
- (a) becoming a designated person, and
  - (b) 30 June of each year, and
  - (c) the designated person becoming aware of an interest they are required to disclose under schedule 1 that has not been previously disclosed in a return lodged under paragraphs (a) or (b).
- 4.16 A person need not make and lodge a return under clause 4.15, paragraphs (a) and (b) if:
- (a) they made and lodged a return under that clause in the preceding 3 months, or
  - (b) they have ceased to be a designated person in the preceding 3 months.
- 4.17 A person must not make and lodge a return that the person knows or ought reasonably to know is false or misleading in a material particular.
- 4.18 The general manager must keep a register of returns required to be made and lodged with the general manager.
- 4.19 Returns required to be lodged with the general manager under clause 4.15(a) and (b) must be tabled at the first meeting of the council after the last day the return is required to be lodged.
- 4.20 Returns required to be lodged with the general manager under clause 4.15(c) must be tabled at the next council meeting after the return is lodged.
- 4.21 Information contained in returns made and lodged under clause 4.15 is to be made publicly available in accordance with the requirements of the *Government Information (Public Access) Act 2009*, the *Government Information (Public Access) Regulation 2009* and any guidelines issued by the Information Commissioner.

Disclosure of pecuniary interests at meetings

- 4.22 A council committee member who has a pecuniary interest in any matter with which the council is concerned, and who is present at a meeting of the committee at which the matter is being considered, must disclose the nature of the interest to the meeting as soon as practicable.
- 4.23 The council committee member must not be present at, or in sight of, the meeting of the committee:
- (a) at any time during which the matter is being considered or discussed by the committee, or
  - (b) at any time during which the committee is voting on any question in relation to the matter.



- 4.24 A disclosure made at a meeting of a council committee must be recorded in the minutes of the meeting.
- 4.25 A general notice may be given to the general manager in writing by a council committee member to the effect that the council committee member, or the council committee member's spouse, de facto partner or relative, is:
- (a) a member of, or in the employment of, a specified company or other body, or
  - (b) a partner of, or in the employment of, a specified person.
- Such a notice is, unless and until the notice is withdrawn or until the end of the term of the council in which it is given (whichever is the sooner), sufficient disclosure of the council committee member's interest in a matter relating to the specified company, body or person that may be the subject of consideration by the council committee after the date of the notice.
- 4.26 A council committee member is not prevented from being present at and taking part in a meeting at which a matter is being considered, or from voting on the matter, merely because the council committee member has an interest in the matter of a kind referred to in clause 4.6.
- 4.27 A person does not breach clauses 4.22 or 4.23 if the person did not know, and could not reasonably be expected to have known, that the matter under consideration at the meeting was a matter in which they had a pecuniary interest.
- 4.28 The Minister for Local Government may, conditionally or unconditionally, allow a council committee member who has a pecuniary interest in a matter with which the council is concerned to be present at a meeting of the committee, to take part in the consideration or discussion of the matter and to vote on the matter if the Minister is of the opinion that it is in the interests of the electors for the area to do so.
- 4.29 A council committee member with a pecuniary interest in a matter who is permitted to be present at a meeting of the committee, to take part in the consideration or discussion of the matter and to vote on the matter under clause 4.28, must still disclose the interest they have in the matter in accordance with clause 4.22.

**PART 5 NON-PECUNIARY CONFLICTS OF INTEREST**What is a non-pecuniary conflict of interest?

- 5.1 Non-pecuniary interests are private or personal interests a council official has that do not amount to a pecuniary interest as defined in clause 4.1 of this code. These commonly arise out of family or personal relationships, or out of involvement in sporting, social, religious or other cultural groups and associations, and may include an interest of a financial nature.
- 5.2 A non-pecuniary conflict of interest exists where a reasonable and informed person would perceive that you could be influenced by a private interest when carrying out your official functions in relation to a matter.
- 5.3 The personal or political views of a council official do not constitute a private interest for the purposes of clause 5.2.
- 5.4 Non-pecuniary conflicts of interest must be identified and appropriately managed to uphold community confidence in the probity of council decision-making. The onus is on you to identify any non-pecuniary conflict of interest you may have in matters that you deal with, to disclose the interest fully and in writing, and to take appropriate action to manage the conflict in accordance with this code.
- 5.5 When considering whether or not you have a non-pecuniary conflict of interest in a matter you are dealing with, it is always important to think about how others would view your situation.

Managing non-pecuniary conflicts of interest

- 5.6 Where you have a non-pecuniary conflict of interest in a matter for the purposes of clause 5.2, you must disclose the relevant private interest you have in relation to the matter fully and in writing as soon as practicable after becoming aware of the non-pecuniary conflict of interest and on each occasion on which the non-pecuniary conflict of interest arises in relation to the matter.
- 5.7 If a disclosure is made at a committee meeting, both the disclosure and the nature of the interest must be recorded in the minutes on each occasion on which the non-pecuniary conflict of interest arises. This disclosure constitutes disclosure in writing for the purposes of clause 5.6.
- 5.8 How you manage a non-pecuniary conflict of interest will depend on whether or not it is significant.
- 5.9 As a general rule, a non-pecuniary conflict of interest will be significant where it does not involve a pecuniary interest for the purposes of clause 4.1, but it involves:
- a) a relationship between a council official and another person who is affected by a decision or a matter under consideration that is particularly close, such as a current or former spouse or de facto partner, a relative for the purposes of clause 4.4 or another person from the council official's extended family that the council official has a

close personal relationship with, or another person living in the same household

- b) other relationships with persons who are affected by a decision or a matter under consideration that are particularly close, such as friendships and business relationships. Closeness is defined by the nature of the friendship or business relationship, the frequency of contact and the duration of the friendship or relationship.
- c) an affiliation between the council official and an organisation (such as a sporting body, club, religious, cultural or charitable organisation, corporation or association) that is affected by a decision or a matter under consideration that is particularly strong. The strength of a council official's affiliation with an organisation is to be determined by the extent to which they actively participate in the management, administration or other activities of the organisation.
- d) membership, as the council's representative, of the board or management committee of an organisation that is affected by a decision or a matter under consideration, in circumstances where the interests of the council and the organisation are potentially in conflict in relation to the particular matter
- e) a financial interest (other than an interest of a type referred to in clause 4.6) that is not a pecuniary interest for the purposes of clause 4.1
- f) the conferral or loss of a personal benefit other than one conferred or lost as a member of the community or a broader class of people affected by a decision.

5.10 Significant non-pecuniary conflicts of interest must be managed in one of two ways:

- a) by not participating in consideration of, or decision making in relation to, the matter in which you have the significant non-pecuniary conflict of interest and the matter being allocated to another person for consideration or determination, or
- b) if the significant non-pecuniary conflict of interest arises in relation to a matter under consideration at a committee meeting, by managing the conflict of interest as if you had a pecuniary interest in the matter by complying with clauses 4.22 and 4.23.

5.11 If you determine that you have a non-pecuniary conflict of interest in a matter that is not significant and does not require further action, when disclosing the interest you must also explain in writing why you consider that the non-pecuniary conflict of interest is not significant and does not require further action in the circumstances.

5.12 Council committee members are not required to declare and manage a non-pecuniary conflict of interest in accordance with the requirements of this Part where it arises from an interest they have as a person chosen to represent the community, or as a member of a non-profit organisation or other community or special interest group, if they have been appointed to represent the organisation or group on the council committee.

5.13 The Minister for Local Government may, conditionally or unconditionally, allow a council committee member who is precluded under this Part from participating in the consideration of a matter to be present at a meeting of the committee, to take part in the consideration or discussion of the matter and to vote on the matter if the Minister is of the opinion that it is in the interests of the electors for the area to do so.

5.14 Where the Minister exempts a committee member from complying with a requirement under this Part under clause 5.13, the committee member must still disclose any interests they have in the matter the exemption applies to, in accordance with clause 5.6.

Personal dealings with council

5.15 You may have reason to deal with your council in your personal capacity (for example, as a ratepayer, recipient of a council service or applicant for a development consent granted by council). You must not expect or request preferential treatment in relation to any matter in which you have a private interest because of your position. You must avoid any action that could lead members of the public to believe that you are seeking preferential treatment.

5.16 You must undertake any personal dealings you have with the council in a manner that is consistent with the way other members of the community deal with the council. You must also ensure that you disclose and appropriately manage any conflict of interest you may have in any matter in accordance with the requirements of this code.



**PART 6 PERSONAL BENEFIT**

- 6.1 For the purposes of this Part, a gift or a benefit is something offered to or received by a council official or someone personally associated with them for their personal use and enjoyment.
- 6.2 A reference to a gift or benefit in this Part does not include:
- a) a political donation for the purposes of the *Electoral Funding Act 2018*
  - b) a gift provided to the council as part of a cultural exchange or sister-city relationship that is not converted for the personal use or enjoyment of any individual council official or someone personally associated with them
  - c) attendance by a council official at a work-related event or function for the purposes of performing their official duties, or
  - d) free or subsidised meals, beverages or refreshments of token value provided to council officials in conjunction with the performance of their official duties such as, but not limited to:
    - i) the discussion of official business
    - ii) work-related events such as council-sponsored or community events, training, education sessions or workshops
    - iii) conferences
    - iv) council functions or events
    - v) social functions organised by groups, such as council committees and community organisations.

Gifts and benefits

- 6.3 You must avoid situations that would give rise to the appearance that a person or body is attempting to secure favourable treatment from you or from the council, through the provision of gifts, benefits or hospitality of any kind to you or someone personally associated with you.
- 6.4 A gift or benefit is deemed to have been accepted by you for the purposes of this Part, where it is received by you or someone personally associated with you.

How are offers of gifts and benefits to be dealt with?

- 6.5 You must not:
- a) seek or accept a bribe or other improper inducement
  - b) seek gifts or benefits of any kind
  - c) accept any gift or benefit that may create a sense of obligation on your part, or may be perceived to be intended or likely to influence you in carrying out your public duty
  - d) subject to clause 6.7, accept any gift or benefit of more than token value as defined by clause 6.9

- e) accept an offer of cash or a cash-like gift as defined by clause 6.13, regardless of the amount
- f) participate in competitions for prizes where eligibility is based on the council being in or entering into a customer–supplier relationship with the competition organiser
- g) personally benefit from reward points programs when purchasing on behalf of the council.

6.6 Where you receive a gift or benefit of any value other than one referred to in clause 6.2, you must disclose this promptly to the general manager in writing. The general manager must ensure that, at a minimum, the following details are recorded in the council's gift register:

- a) the nature of the gift or benefit
- b) the estimated monetary value of the gift or benefit
- c) the name of the person who provided the gift or benefit, and
- d) the date on which the gift or benefit was received.

6.7 Where you receive a gift or benefit of more than token value that cannot reasonably be refused or returned, the gift or benefit must be surrendered to the council, unless the nature of the gift or benefit makes this impractical.

#### Gifts and benefits of token value

6.8 You may accept gifts and benefits of token value. Gifts and benefits of token value are one or more gifts or benefits received from a person or organisation over a 12-month period that, when aggregated, do not exceed a value of \$50. They include, but are not limited to:

- a) invitations to and attendance at local social, cultural or sporting events with a ticket value that does not exceed \$50
- b) gifts of alcohol that do not exceed a value of \$50
- c) ties, scarves, coasters, tie pins, diaries, chocolates or flowers or the like
- d) prizes or awards that do not exceed \$50 in value.

#### Gifts and benefits of more than token value

6.9 Gifts or benefits that exceed \$50 in value are gifts or benefits of more than token value for the purposes of clause 6.5(d) and, subject to clause 6.7, must not be accepted.

6.10 Gifts and benefits of more than token value include, but are not limited to, tickets to major sporting events (such as international matches or matches in national sporting codes) with a ticket value that exceeds \$50, corporate hospitality at a corporate facility at major sporting events, free or discounted products or services for personal use provided on terms that are not available to the general public or a broad class of persons, the use of holiday homes, artworks, free or discounted travel.

6.11 Where you have accepted a gift or benefit of token value from a person or organisation, you must not accept a further gift or benefit from the same person or organisation or another person associated with that person or organisation within a single 12-month period where the value of the gift, added to the value

of earlier gifts received from the same person or organisation, or a person associated with that person or organisation, during the same 12-month period would exceed \$50 in value.

- 6.12 For the purposes of this Part, the value of a gift or benefit is the monetary value of the gift or benefit inclusive of GST.

"Cash-like gifts"

- 6.13 For the purposes of clause 6.5(e), "cash-like gifts" include but are not limited to, gift vouchers, credit cards, debit cards with credit on them, prepayments such as phone or internet credit, lottery tickets, memberships or entitlements to discounts that are not available to the general public or a broad class of persons.

Improper and undue influence

- 6.14 You must not use your position to influence other council officials in the performance of their official functions to obtain a private benefit for yourself or for somebody else.
- 6.15 You must not take advantage (or seek to take advantage) of your status or position with council, or of functions you perform for council, in order to obtain a private benefit for yourself or for any other person or body.

**PART 7 ACCESS TO INFORMATION AND COUNCIL RESOURCES**Use of certain council information

7.1 In regard to information obtained in your capacity as a council official, you must:

- a) only access council information needed for council business
- b) not use that council information for private purposes
- c) not seek or obtain, either directly or indirectly, any financial benefit or other improper advantage for yourself, or any other person or body, from any information to which you have access by virtue of your position with council
- d) only release council information in accordance with established council policies and procedures and in compliance with relevant legislation.

Use and security of confidential information

7.2 You must maintain the integrity and security of confidential information in your possession, or for which you are responsible.

7.3 In addition to your general obligations relating to the use of council information, you must:

- a) only access confidential information that you have been authorised to access and only do so for the purposes of exercising your official functions
- b) protect confidential information
- c) only release confidential information if you have authority to do so
- d) only use confidential information for the purpose for which it is intended to be used
- e) not use confidential information gained through your official position for the purpose of securing a private benefit for yourself or for any other person
- f) not use confidential information with the intention to cause harm or detriment to the council or any other person or body
- g) not disclose any confidential information discussed during a confidential session of a council or committee meeting or any other confidential forum (such as, but not limited to, workshops or briefing sessions).

Personal information

7.4 When dealing with personal information you must comply with:

- a) the *Privacy and Personal Information Protection Act 1998*
- b) the *Health Records and Information Privacy Act 2002*
- c) the Information Protection Principles and Health Privacy Principles
- d) the council's privacy management plan
- e) the Privacy Code of Practice for Local Government

Use of council resources

- 7.5 You must use council resources ethically, effectively, efficiently and carefully in exercising your official functions, and must not use them for private purposes unless this use is lawfully authorised and proper payment is made where appropriate.
- 7.6 You must be scrupulous in your use of council property, including intellectual property, official services, facilities, technology and electronic devices and must not permit their misuse by any other person or body.
- 7.7 You must avoid any action or situation that could create the appearance that council property, official services or public facilities are being improperly used for your benefit or the benefit of any other person or body.
- 7.8 You must not use council resources (including council staff), property or facilities for the purpose of assisting your election campaign or the election campaigns of others unless the resources, property or facilities are otherwise available for use or hire by the public and any publicly advertised fee is paid for use of the resources, property or facility.
- 7.9 You must not use the council letterhead, council crests, council email or social media or other information that could give the appearance it is official council material:
- a) for the purpose of assisting your election campaign or the election campaign of others, or
  - b) for other non-official purposes.
- 7.10 You must not convert any property of the council to your own use unless properly authorised.

[Internet access](#)

- 7.11 You must not use council's computer resources or mobile or other devices to search for, access, download or communicate any material of an offensive, obscene, pornographic, threatening, abusive or defamatory nature, or that could otherwise lead to criminal penalty or civil liability and/or damage the council's reputation.

[Council record keeping](#)

- 7.12 You must comply with the requirements of the *State Records Act 1998* and the council's records management policy.



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- 7.13 All information created, sent and received in your official capacity is a council record and must be managed in accordance with the requirements of the *State Records Act 1998* and the council's approved records management policies and practices.
- 7.14 All information stored in either soft or hard copy on council supplied resources (including technology devices and email accounts) is deemed to be related to the business of the council and will be treated as council records, regardless of whether the original intention was to create the information for personal purposes.
- 7.15 You must not destroy, alter, or dispose of council information or records, unless authorised to do so. If you need to alter or dispose of council information or records, you must do so in consultation with the council's records manager and comply with the requirements of the *State Records Act 1998*.

**PART 8 MAINTAINING THE INTEGRITY OF THIS CODE**Complaints made for an improper purpose

- 8.1 You must not make or threaten to make a complaint or cause a complaint to be made alleging a breach of this code for an improper purpose.
- 8.2 For the purposes of clause 8.1, a complaint is made for an improper purpose where it is trivial, frivolous, vexatious or not made in good faith, or where it otherwise lacks merit and has been made substantially for one or more of the following purposes:
- a) to bully, intimidate or harass another council official
  - b) to damage another council official's reputation
  - c) to obtain a political advantage
  - d) to influence a council official in the exercise of their official functions or to prevent or disrupt the exercise of those functions
  - e) to influence the council in the exercise of its functions or to prevent or disrupt the exercise of those functions
  - f) to avoid disciplinary action under the Procedures
  - g) to take reprisal action against a person for making a complaint alleging a breach of this code
  - h) to take reprisal action against a person for exercising a function prescribed under the Procedures
  - i) to prevent or disrupt the effective administration of this code under the Procedures.

Detrimental action

- 8.3 You must not take detrimental action or cause detrimental action to be taken against a person substantially in reprisal for a complaint they have made alleging a breach of this code.
- 8.4 You must not take detrimental action or cause detrimental action to be taken against a person substantially in reprisal for any function they have exercised under the Procedures.
- 8.5 For the purposes of clauses 8.3 and 8.4, a detrimental action is an action causing, comprising or involving any of the following:
- a) injury, damage or loss
  - b) intimidation or harassment
  - c) discrimination, disadvantage or adverse treatment in relation to employment
  - d) dismissal from, or prejudice in, employment
  - e) disciplinary proceedings.

Compliance with requirements under the Procedures

- 8.6 You must not engage in conduct that is calculated to impede or disrupt the consideration of a matter under the Procedures.
- 8.7 You must comply with a reasonable and lawful request made by a person exercising a function under the Procedures. A failure to make a written or oral

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submission invited under the Procedures will not constitute a breach of this clause.

[Disclosure of information about the consideration of a matter under the Procedures](#)

- 8.8 All allegations of breaches of this code must be dealt with under and in accordance with the Procedures.
- 8.9 You must not allege breaches of this code other than by way of a complaint made or initiated under the Procedures.
- 8.10 You must not make allegations about, or disclose information about, suspected breaches of this code at council, committee or other meetings, whether open to the public or not, or in any other forum, whether public or not.
- 8.11 You must not disclose information about a complaint you have made alleging a breach of this code or a matter being considered under the Procedures except for the purposes of seeking legal advice, unless the disclosure is otherwise permitted under the Procedures.
- 8.12 Nothing under this Part prevents a person from making a public interest disclosure to an appropriate public authority or investigative authority under the *Public Interest Disclosures Act 1994*.

**SCHEDULE 1: DISCLOSURES OF INTERESTS AND OTHER MATTERS IN  
WRITTEN RETURNS SUBMITTED UNDER CLAUSE 4.15**Part 1: PreliminaryDefinitions

1. For the purposes of the schedules to this code, the following definitions apply:

*address* means:

- a) in relation to a person other than a corporation, the last residential or business address of the person known to the councillor or designated person disclosing the address, or
- b) in relation to a corporation, the address of the registered office of the corporation in New South Wales or, if there is no such office, the address of the principal office of the corporation in the place where it is registered, or
- c) in relation to any real property, the street address of the property.

*de facto partner* has the same meaning as defined in section 21C of the *Interpretation Act 1987*.

*disposition of property* means a conveyance, transfer, assignment, settlement, delivery, payment or other alienation of property, including the following:

- a) the allotment of shares in a company
- b) the creation of a trust in respect of property
- c) the grant or creation of a lease, mortgage, charge, easement, licence, power, partnership or interest in respect of property
- d) the release, discharge, surrender, forfeiture or abandonment, at law or in equity, of a debt, contract or chose in action, or of an interest in respect of property
- e) the exercise by a person of a general power of appointment over property in favour of another person
- f) a transaction entered into by a person who intends by the transaction to diminish, directly or indirectly, the value of the person's own property and to increase the value of the property of another person.

*gift* means a disposition of property made otherwise than by will (whether or not by instrument in writing) without consideration, or with inadequate consideration, in money or money's worth passing from the person to whom the disposition was made to the person who made the disposition, but does not include a financial or other contribution to travel.

*interest* means:

- a) in relation to property, an estate, interest, right or power, at law or in equity, in or over the property, or

- b) in relation to a corporation, a relevant interest (within the meaning of section 9 of the *Corporations Act 2001* of the Commonwealth) in securities issued or made available by the corporation.

*listed company* means a company that is listed within the meaning of section 9 of the *Corporations Act 2001* of the Commonwealth.

*occupation* includes trade, profession and vocation.

*professional or business association* means an incorporated or unincorporated body or organisation having as one of its objects or activities the promotion of the economic interests of its members in any occupation.

*property* includes money.

*return date* means:

- a) in the case of a return made under clause 4.15(a), the date on which a person became a councillor or designated person
- b) in the case of a return made under clause 4.15(b), 30 June of the year in which the return is made
- c) in the case of a return made under clause 4.15(c), the date on which the councillor or designated person became aware of the interest to be disclosed.

*relative* includes any of the following:

- a) a person's spouse or de facto partner
- b) a person's parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child
- c) a person's spouse's or de facto partner's parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child
- d) the spouse or de facto partner of a person referred to in paragraphs (b) and (c).

*travel* includes accommodation incidental to a journey.

Matters relating to the interests that must be included in returns

2. *Interests etc. outside New South Wales:* A reference in this schedule or in schedule 2 to a disclosure concerning a corporation or other thing includes any reference to a disclosure concerning a corporation registered, or other thing arising or received, outside New South Wales.
3. *References to interests in real property:* A reference in this schedule or in schedule 2 to real property in which a councillor or designated person has an interest includes a reference to any real property situated in Australia in which the councillor or designated person has an interest.



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4. *Gifts, loans etc. from related corporations:* For the purposes of this schedule and schedule 2, gifts or contributions to travel given, loans made, or goods or services supplied, to a councillor or designated person by two or more corporations that are related to each other for the purposes of section 50 of the *Corporations Act 2001* of the Commonwealth are all given, made or supplied by a single corporation.

**Item 16****Attachment 1**

Part 2: Pecuniary interests to be disclosed in returnsReal property

5. A person making a return under clause 4.15 of this code must disclose:
  - a) the street address of each parcel of real property in which they had an interest on the return date, and
  - b) the street address of each parcel of real property in which they had an interest in the period since 30 June of the previous financial year, and
  - c) the nature of the interest.
6. An interest in a parcel of real property need not be disclosed in a return if the person making the return had the interest only:
  - a) as executor of the will, or administrator of the estate, of a deceased person and not as a beneficiary under the will or intestacy, or
  - b) as a trustee, if the interest was acquired in the ordinary course of an occupation not related to their duties as the holder of a position required to make a return.
7. An interest in a parcel of real property need not be disclosed in a return if the person ceased to hold the interest prior to becoming a councillor or designated person.
8. For the purposes of clause 5 of this schedule, "interest" includes an option to purchase.

Gifts

9. A person making a return under clause 4.15 of this code must disclose:
  - a) a description of each gift received in the period since 30 June of the previous financial year, and
  - b) the name and address of the donor of each of the gifts.
10. A gift need not be included in a return if:
  - a) it did not exceed \$500, unless it was among gifts totalling more than \$500 made by the same person during a period of 12 months or less, or
  - b) it was a political donation disclosed, or required to be disclosed, under Part 3 of the *Electoral Funding Act 2018*, or
  - c) the donor was a relative of the donee, or
  - d) subject to paragraph (a), it was received prior to the person becoming a councillor or designated person.
11. For the purposes of clause 10 of this schedule, the amount of a gift other than money is an amount equal to the value of the property given.

Contributions to travel

12. A person making a return under clause 4.15 of this code must disclose:
  - a) the name and address of each person who made any financial or other contribution to the expenses of any travel undertaken by the person in the period since 30 June of the previous financial year, and
  - b) the dates on which the travel was undertaken, and

- c) the names of the states and territories, and of the overseas countries, in which the travel was undertaken.
13. A financial or other contribution to any travel need not be disclosed under this clause if it:
- a) was made from public funds (including a contribution arising from travel on free passes issued under an Act or from travel in government or council vehicles), or
  - b) was made by a relative of the traveller, or
  - c) was made in the ordinary course of an occupation of the traveller that is not related to their functions as the holder of a position requiring the making of a return, or
  - d) did not exceed \$250, unless it was among gifts totalling more than \$250 made by the same person during a 12-month period or less, or
  - e) was a political donation disclosed, or required to be disclosed, under Part 3 of the *Electoral Funding Act 2018*, or
  - f) was made by a political party of which the traveller was a member and the travel was undertaken for the purpose of political activity of the party in New South Wales, or to enable the traveller to represent the party within Australia, or
  - g) subject to paragraph (d) it was received prior to the person becoming a councillor or designated person.
14. For the purposes of clause 13 of this schedule, the amount of a contribution (other than a financial contribution) is an amount equal to the value of the contribution.

Interests and positions in corporations

15. A person making a return under clause 4.15 of this code must disclose:
- a) the name and address of each corporation in which they had an interest or held a position (whether remunerated or not) on the return date, and
  - b) the name and address of each corporation in which they had an interest or held a position in the period since 30 June of the previous financial year, and
  - c) the nature of the interest, or the position held, in each of the corporations, and
  - d) a description of the principal objects (if any) of each of the corporations, except in the case of a listed company.
16. An interest in, or a position held in, a corporation need not be disclosed if the corporation is:
- a) formed for the purpose of providing recreation or amusement, or for promoting commerce, industry, art, science, religion or charity, or for any other community purpose, and
  - b) required to apply its profits or other income in promoting its objects, and
  - c) prohibited from paying any dividend to its members.

17. An interest in a corporation need not be disclosed if the interest is a beneficial interest in shares in a company that does not exceed 10 per cent of the voting rights in the company.

18. An interest or a position in a corporation need not be disclosed if the person ceased to hold the interest or position prior to becoming a councillor or designated person.

Interests as a property developer or a close associate of a property developer

19. A person making a return under clause 4.15 of this code must disclose whether they were a property developer, or a close associate of a corporation that, or an individual who, is a property developer, on the return date.

20. For the purposes of clause 19 of this schedule:

*close associate*, in relation to a corporation or an individual, has the same meaning as it has in section 53 of the *Electoral Funding Act 2018*.

*property developer* has the same meaning as it has in Division 7 of Part 3 of the *Electoral Funding Act 2018*.

Positions in trade unions and professional or business associations

21. A person making a return under clause 4.15 of the code must disclose:

- a) the name of each trade union, and of each professional or business association, in which they held any position (whether remunerated or not) on the return date, and
- b) the name of each trade union, and of each professional or business association, in which they have held any position (whether remunerated or not) in the period since 30 June of the previous financial year, and
- c) a description of the position held in each of the unions and associations.

22. A position held in a trade union or a professional or business association need not be disclosed if the person ceased to hold the position prior to becoming a councillor or designated person.

Dispositions of real property

23. A person making a return under clause 4.15 of this code must disclose particulars of each disposition of real property by the person (including the street address of the affected property) in the period since 30 June of the previous financial year, under which they wholly or partly retained the use and benefit of the property or the right to re-acquire the property.

24. A person making a return under clause 4.15 of this code must disclose particulars of each disposition of real property to another person (including the street address of the affected property) in the period since 30 June of the previous financial year, that is made under arrangements with, but is not made by, the person making the return, being a disposition under

which the person making the return obtained wholly or partly the use of the property.

25. A disposition of real property need not be disclosed if it was made prior to a person becoming a designated person.

#### Sources of income

26. A person making a return under clause 4.15 of this code must disclose:
- a) each source of income that the person reasonably expects to receive in the period commencing on the first day after the return date and ending on the following 30 June, and
  - b) each source of income received by the person in the period since 30 June of the previous financial year.
27. A reference in clause 26 of this schedule to each source of income received, or reasonably expected to be received, by a person is a reference to:
- a) in relation to income from an occupation of the person:
    - (i) a description of the occupation, and
    - (ii) if the person is employed or the holder of an office, the name and address of their employer, or a description of the office, and
    - (iii) if the person has entered into a partnership with other persons, the name (if any) under which the partnership is conducted, or
  - b) in relation to income from a trust, the name and address of the settlor and the trustee, or
  - c) in relation to any other income, a description sufficient to identify the person from whom, or the circumstances in which, the income was, or is reasonably expected to be, received.
28. The source of any income need not be disclosed by a person in a return if the amount of the income received, or reasonably expected to be received, by the person from that source did not exceed \$500, or is not reasonably expected to exceed \$500, as the case may be.
29. The source of any income received by the person that they ceased to receive prior to becoming a councillor or designated person need not be disclosed.

#### Debts

30. A person making a return under clause 4.15 of this code must disclose the name and address of each person to whom the person was liable to pay any debt:
- a) on the return date, and
  - b) at any time in the period since 30 June of the previous financial year.
31. A liability to pay a debt must be disclosed by a person in a return made under clause 4.15 whether or not the amount, or any part of the amount, to be paid was due and payable on the return date or at any time in the period since 30 June of the previous financial year, as the case may be.



32. A liability to pay a debt need not be disclosed by a person in a return if:

- a) the amount to be paid did not exceed \$500 on the return date or in the period since 30 June of the previous financial year, as the case may be, unless:
  - (i) the debt was one of two or more debts that the person was liable to pay to one person on the return date, or at any time in the period since 30 June of the previous financial year, as the case may be, and
  - (ii) the amounts to be paid exceeded, in the aggregate, \$500, or
- b) the person was liable to pay the debt to a relative, or
- c) in the case of a debt arising from a loan of money the person was liable to pay the debt to an authorised deposit-taking institution or other person whose ordinary business includes the lending of money, and the loan was made in the ordinary course of business of the lender, or
- d) in the case of a debt arising from the supply of goods or services:
  - (i) the goods or services were supplied in the period of 12 months immediately preceding the return date, or were supplied in the period since 30 June of the previous financial year, as the case may be, or
  - (ii) the goods or services were supplied in the ordinary course of any occupation of the person that is not related to their duties as the holder of a position required to make a return, or
- e) subject to paragraph (a), the debt was discharged prior to the person becoming a designated person.

Discretionary disclosures

33. A person may voluntarily disclose in a return any interest, benefit, advantage or liability, whether pecuniary or not, that is not required to be disclosed under another provision of this schedule.

**SCHEDULE 2: FORM OF WRITTEN RETURN OF INTERESTS SUBMITTED  
UNDER CLAUSE 4.15**'Disclosures by designated persons' return

1. The pecuniary interests and other matters to be disclosed in this return are prescribed by schedule 1 of the *Model Code of Conduct for Local Councils in NSW*.
2. If this is the first return you have been required to lodge with the general manager after becoming a designated person, do not complete Parts C, D and I of the return. All other parts of the return should be completed with appropriate information based on your circumstances at the return date, that is, the date on which you became a designated person.
3. If you have previously lodged a return with the general manager and you are completing this return for the purposes of disclosing a new interest that was not disclosed in the last return you lodged with the general manager, you must complete all parts of the return with appropriate information for the period from 30 June of the previous financial year or the date on which you became a designated person (whichever is the later date) to the return date which is the date you became aware of the new interest to be disclosed in your updated return.
4. If you have previously lodged a return with the general manager and are submitting a new return for the new financial year, you must complete all parts of the return with appropriate information for the 12-month period commencing on 30 June of the previous year to 30 June this year.
5. This form must be completed using block letters or typed.
6. If there is insufficient space for all the information you are required to disclose, you must attach an appendix which is to be properly identified and signed by you.
7. If there are no pecuniary interests or other matters of the kind required to be disclosed under a heading in this form, the word "NIL" is to be placed in an appropriate space under that heading.

Important information

This information is being collected for the purpose of complying with clause 4.15 of the Code of Conduct.

You must not lodge a return that you know or ought reasonably to know is false or misleading in a material particular (see clause 4.18 of the Code of Conduct). Complaints about breaches of these requirements are to be referred to the Office of Local Government and may result in disciplinary action by the council, the Chief Executive of the Office of Local Government or the NSW Civil and Administrative Tribunal.

The information collected on this form will be kept by the general manager in a register of returns. The general manager is required to table all returns at a council meeting.

Information contained in returns made and lodged under clause 4.15 is to be made publicly available in accordance with the requirements of the *Government Information (Public Access) Act 2009*, the *Government Information (Public Access) Regulation 2009* and any guidelines issued by the Information Commissioner.

You have an obligation to keep the information contained in this return up to date. If you become aware of a new interest that must be disclosed in this return, or an interest that you have previously failed to disclose, you must submit an updated return within three months of becoming aware of the previously undisclosed interest.

Disclosure of pecuniary interests and other matters by [full name of designated person]

as at [return date]

in respect of the period from [date] to [date]

[designated person's signature]

[date]

#### A. Real Property

Street address of each parcel of real property in which I had an interest at the return date/at any time since 30 June	Nature of interest

#### B. Sources of income

1 Sources of income I reasonably expect to receive from an occupation in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from an occupation at any time since 30 June

Description of occupation	Name and address of employer or description of office held (if applicable)	Name under which partnership conducted (if applicable)

2 Sources of income I reasonably expect to receive from a trust in the period commencing on the first day after the return date and ending on the following 30 June

Sources of income I received from a trust since 30 June

Name and address of settlor	Name and address of trustee

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3 Sources of other income I reasonably expect to receive in the period commencing on the first day after the return date and ending on the following 30 June

Sources of other income I received at any time since 30 June

*[Include description sufficient to identify the person from whom, or the circumstances in which, that income was received]*

#### C. Gifts

Description of each gift I received at any time since 30 June	Name and address of donor
---	---------------------------

#### D. Contributions to travel

Name and address of each person who made any financial or other contribution to any travel undertaken by me at any time since 30 June	Dates on which travel was undertaken	Name of States, Territories of the Commonwealth and overseas countries in which travel was undertaken
---	--------------------------------------	---

#### E. Interests and positions in corporations

Name and address of each corporation in which I had an interest (if interest or held a position at the return date/at any time since 30 June)	Nature of interest (if any)	Description of position (if any)	Description of principal objects (if any) of corporation (except in case of listed company)
---	-----------------------------	----------------------------------	---

F. Were you a property developer or a close associate of a property developer on the return date? (Y/N)

#### G. Positions in trade unions and professional or business associations

Name of each trade union and each professional or business association in which I held any position (whether remunerated or not) at the return date/at any time since 30 June	Description of position
---	-------------------------

#### H. Debts

Name and address of each person to whom I was liable to pay any debt at the return date/at any time since 30 June
---

#### I. Dispositions of property

1 Particulars of each disposition of real property by me (including the

Item 16

Attachment 1



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street address of the affected property) at any time since 30 June as a result of which I retained, either wholly or in part, the use and benefit of the property or the right to re-acquire the property at a later time

2 Particulars of each disposition of property to a person by any other person under arrangements made by me (including the street address of the affected property), being dispositions made at any time since 30 June, as a result of which I obtained, either wholly or in part, the use and benefit of the property

J. Discretionary disclosures

Item 16

Attachment 1



**Item No:** LTC0619 Item 17  
**Subject:** REPORT BACK ON MAINSTREET METER SWITCH OFF AT 7PM IN  
BALMAIN, ROZELLE AND LEICHHARDT (BALUDARRI-BALMAIN;  
GULGADYA-LEICHHARDT WARDS/BALMAIN ELECTORATE/LEICHHARDT  
PAC)

**Prepared By:** Manod Wickramasinghe - Coordinator – Traffic and Parking Services

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## **RECOMMENDATION**

**THAT this report be received and noted.**

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## **BACKGROUND**

Following a previous Council resolution, the parking meters and regulatory signage in Leichhardt, Rozelle and Balmain were updated to cease parking meter operations on the mainstreets at 7pm instead of 10pm. This equates to a reduction in operating hours from 14 hours to 11 hours.

### Parking Meter Strategy

Parking meters in the former Leichhardt Municipality are located in the Leichhardt, Rozelle and Balmain town centres and were originally installed in 2001 to better manage the high demand for, and utilisation of, parking in each business area. The parking meters formed part of Council's parking management strategy with objectives to:

- Ensure on-street parking turnover
- Provide improved access to on-street car parking for business customers
- Discourage illegal / overstay parking
- Discourage commuter parking
- Encourage the use of public transport.

A number of nearby Councils in Sydney operate parking meter schemes including: City of Sydney, Burwood, Canada Bay, Waverley, North Sydney and Woollahra.

This approach recognised:

- There is generally a shortfall of car parking for the current mix of businesses.
- There is very limited capacity to increase off street car parking.
- Staff parking took up valuable parking spaces within the Town Centre parking schemes. However, in recent years, the number of business permits issued has been reduced following the introduction of a fee and more strict limits.
- Balmain, Rozelle and Leichhardt are desirable places to visit that need an Integrated Transport Plan that focuses on a wide range of transport options, not just reliance and promotion of the motor car.

### Current Parking Meter Operation

Existing hours of operation of the parking meters in the mainstreets of Leichhardt, Rozelle and Balmain now span from 8.00am to 7.00pm, 7 days per week. Parking on the mainstreets requires a motorist to display a paid or a 30-minute free ticket. There are 70 mainstreet parking meters in Leichhardt, Rozelle and Balmain.

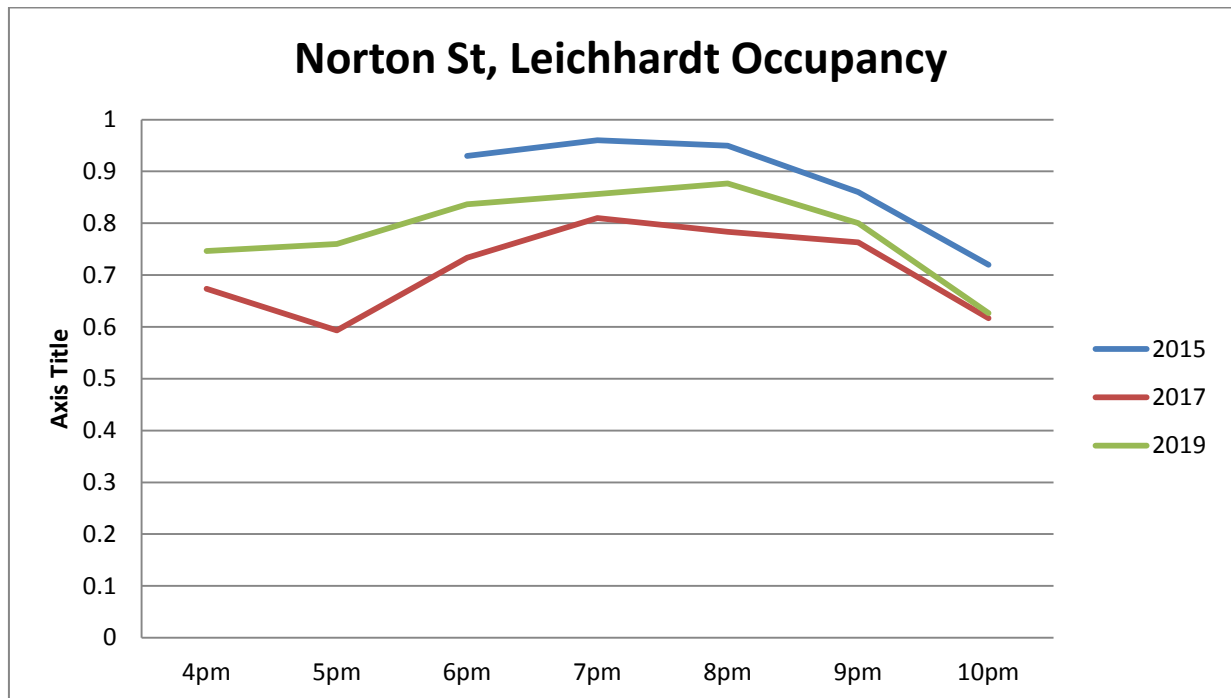
Existing hours of operation of the parking meters in the side streets of Leichhardt, Rozelle and Balmain span from 8.00am to 10.00pm, 7 days per week. Parking on the side streets requires a motorist to display a paid ticket, 30-minute free ticket (only operating for 10 parking meters in locations adjacent to the mainstreets) or valid parking permit. There are 214 side street parking meters in Leichhardt, Rozelle and Balmain. Residents in the metered side streets are eligible for parking permits which provide preferential parking by exempting them from parking meter payments and time limits on the parking control signs.

#### **OTHER STAFF COMMENTS**

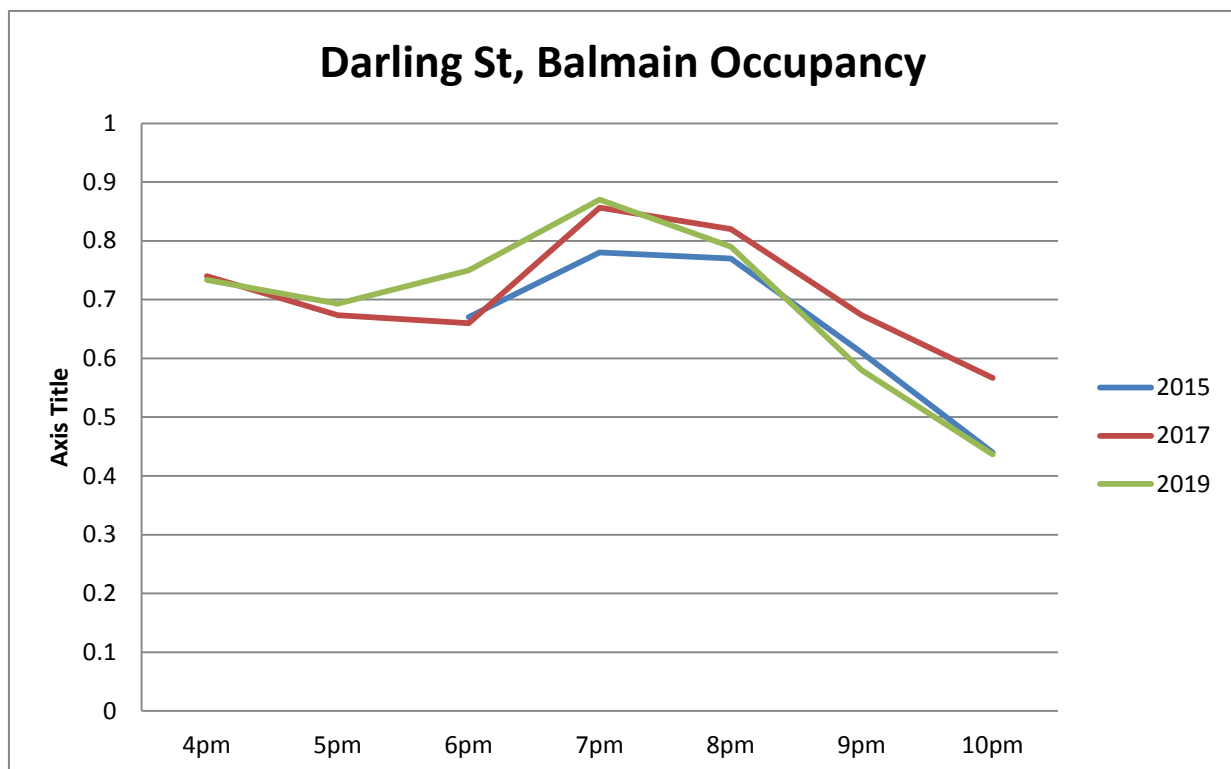
##### Parking Management Impacts

Detailed parking occupation surveys have been conducted in 2015 and 2017, prior to the change in parking meter operational hours on Norton Street, Leichhardt and Darling Street, Rozelle and Balmain. These results have been compared to recent surveys conducted in 2019 approximately 1 year after the change to mainstreet parking restrictions. Note the survey results are based on an average of Thursday, Friday and Saturday occupancies. The results are summarised in the following graphs:

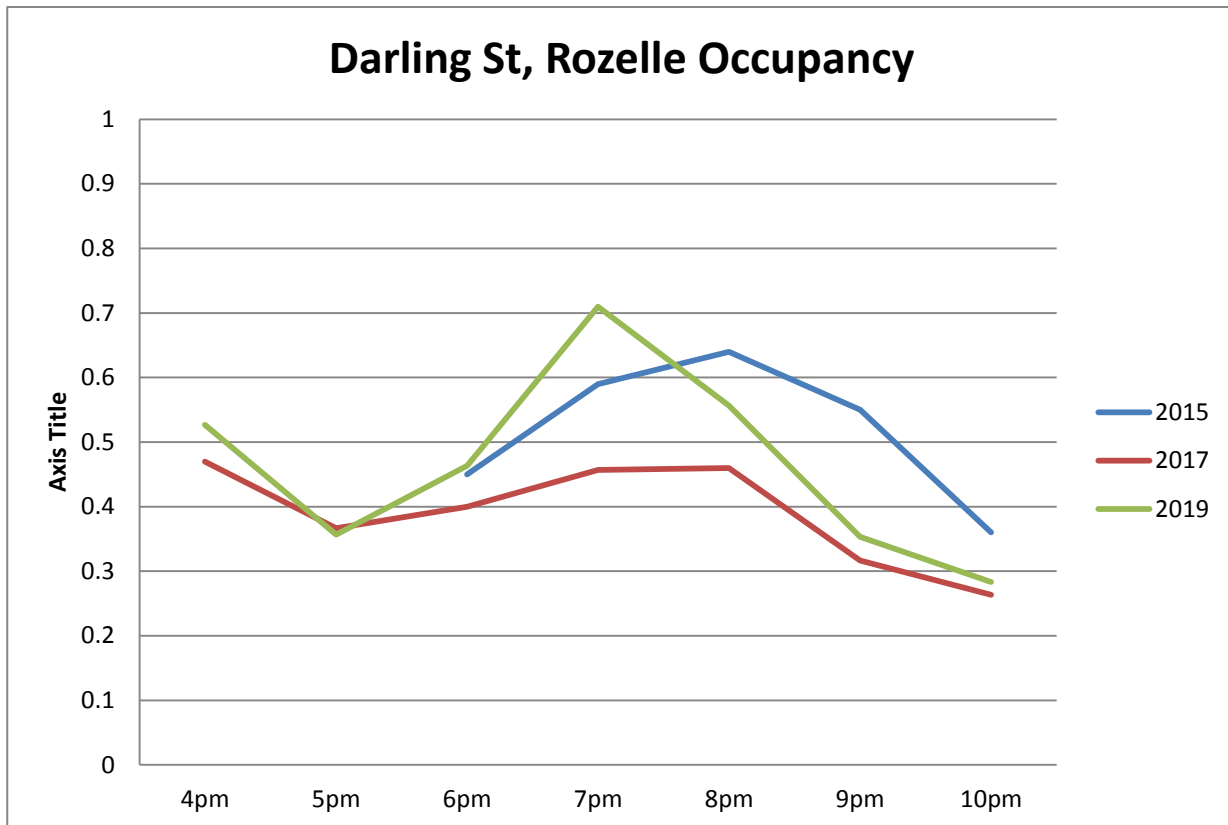
Norton Street, Leichhardt – Supply approx. 91 parking spaces



Darling Street, Balmain – Supply approx. 108 parking spaces



Darling Street, Rozelle – Supply approx. 81 parking spaces



The overall results show that, with the exception of Rozelle, parking occupancy rates have been consistently high over a number of years. The high and stable occupancies in Leichhardt and Balmain in both 2017 and 2019 (before and after the reduction in parking meter operational hours) suggest that the previous parking meter tariff was not necessarily deterring motorists from parking in each business centre.

It should be noted that Rozelle has only a small number of businesses which operate at night which is reflected in lower occupancy rates compared to Balmain and Leichhardt. As the parking occupancy was well below capacity, the removal of the parking meter fee after 7pm has resulted in an increase in parking occupancy.

The surveys demonstrate that there is still a strong evening demand for parking within each of the mainstreet shopping centres and this needs to continue to be managed through effective parking management strategies.

It should be noted that parking turnover rates remained steady between the 2017 and 2019 parking surveys.

#### Consistency of parking meters operations across the Inner West Council LGA

The current allocation of parking meters in Leichhardt, Rozelle, Balmain and Newtown/Enmore have been provided in business precincts with similar business characteristics, a shortfall of on-street parking supply, high parking demand and strong inter-suburb visitation demand. A number of nearby Councils in Sydney also operate parking meter schemes in precincts similar to those in the Inner West Council LGA. These Councils include: City of Sydney, Burwood Canada Bay, Waverley, North Sydney and Woollahra.

Current parking meter operations within Leichhardt, Rozelle, Balmain and Newtown/Enmore serve an important function by increasing turnover for businesses and maximising the use of Council's kerb space. Parking occupancy surveys have demonstrated that the parking meter fee is not deterring use of the kerb space and can be retained at its current level.

It should also be noted that parking meters may also provide preferential parking for residents when in operation in side streets adjacent to the mainstreet. When residents of metered side streets were surveyed in 2018 regarding the potential to reduce parking meter operational hours in side streets to match mainstreets, only 10% supported switching off parking meters at 7pm due to the potential to induce additional demand in the residential side streets.

Future parking strategies for both metered and non-metered parking near business precincts within the Inner West Council LGA should be considered through detailed Precinct Parking Strategies.

**ATTACHMENTS**

Nil.



**Item No:** LTC0619 Item 18

**Subject:** SYDENHAM ROAD, SYDENHAM - PERMANENT PEDESTRIAN MID-BLOCK SIGNALISED PEDESTRIAN CROSSING (TEMPORARY CONFIGURATION) – SYDNEY METRO CITY & SOUTHWEST (MIDJUBURI-MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER WEST PAC)

**Prepared By:** Jennifer Adams - Engineer – Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Council has been notified by Sydney Metro SSJ of the temporary configuration for the Sydenham Road permanent crossing (mid-block signalised pedestrian crossing). The works are part of Sydney Metro City & Southwest and Sydenham Station and Junction works.

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### **RECOMMENDATION**

**THAT this report be received and noted.**

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### **BACKGROUND**

The Sydenham Station and Junction (SSJ) scope of works involves remodelling of the existing Station to allow for Sydney Metro City & Southwest operations, including a new aerial concourse constructed at the city end of the Sydenham Station to give access to all platforms and enable passenger interchange between train services, new platforms, new station buildings, station entries and forecourts, and new transport interchanges.

The northern Metro entrance at Sydenham is located at the western end of Railway Terrace beside the curved road that transitions between Sydenham Road in the south to Railway Parade in the west.

The gate line is strategically positioned to establish direct sightline from Sydenham Road in the north. As customers approach the staircase that marks the beginning of the station plaza, they will be presented with the entrance gates beyond the plaza, signified by a simple entrance canopy and framed with tree landscaping, retail units and an integrated customer touch point.

The station entrance features two glass fronted tenancy units and a bicycle storage facility along the public facing frontages of the northern services building on Railway Terrace. The roof of the building extends outwards to provide weather protection for outdoor seating of the tenancy units. See concept diagrams of the Northern Station entrance and plaza below.

### **FINANCIAL IMPLICATIONS**

Nil. There are no financial implications for Council associated with this matter.



Figure 6.1.3: Sydenham station Northern Entrance visualisation



Figure 6.1.4: Sydenham station Northern Entrance Plaza visualisation

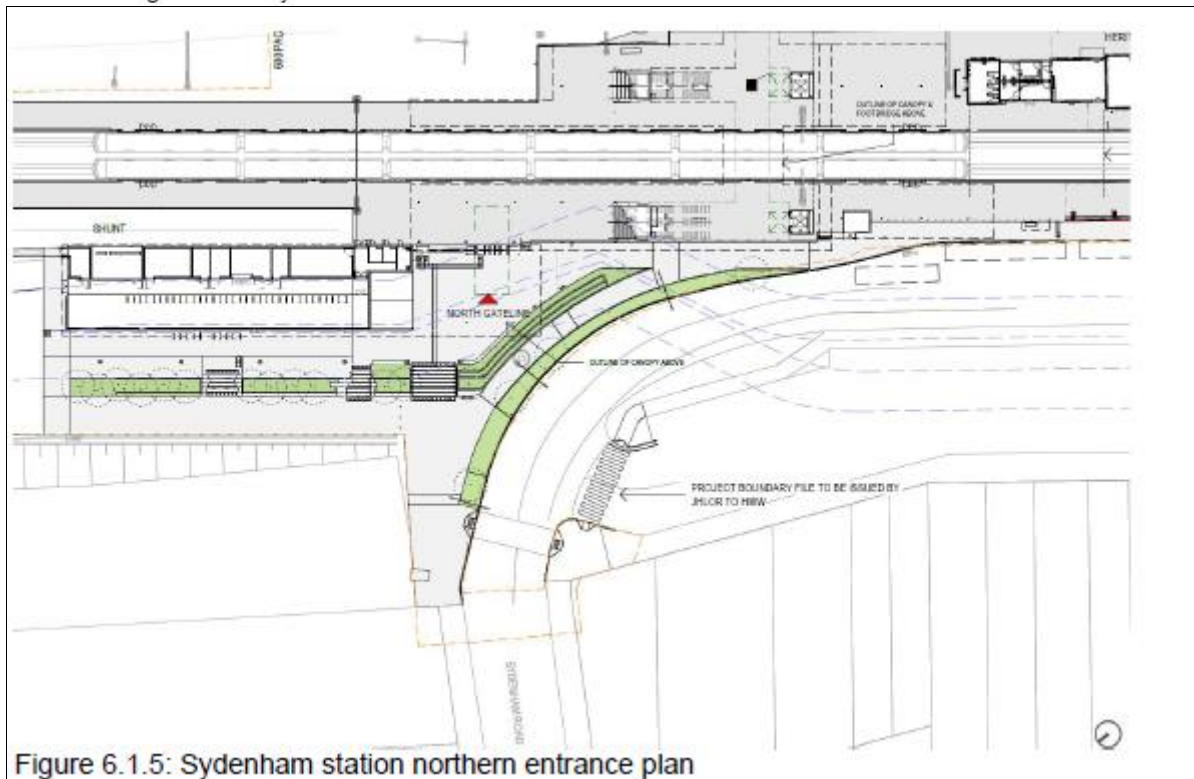


Figure 6.1.5: Sydenham station northern entrance plan

**OFFICER COMMENTS**



It is noted that Sydenham Road / Railway Parade / Gleeson Avenue are classified State Roads, therefore the road changes will be managed by the RMS.



The design considerations regarding the Roads and Finishes for the Sydenham Station Upgrade works on Railway Parade / Sydenham Road were described in the Sydney Metro SSJ publication (Sydenham Station and Junction Works - Roads & Road Finishes – Design Report Stage: 3 Package: 220 Document Number: SMCSWSSJ-JHL-WSS-CE-REP-220001 Revision: C Date: 21 January 2019).

*Railway Parade is located to the northern side of Sydenham Station and grades up from Sydenham Road at the north eastern end of the existing station (parallel to Platform 1) to tie into the Gleeson Avenue Overbridge.*

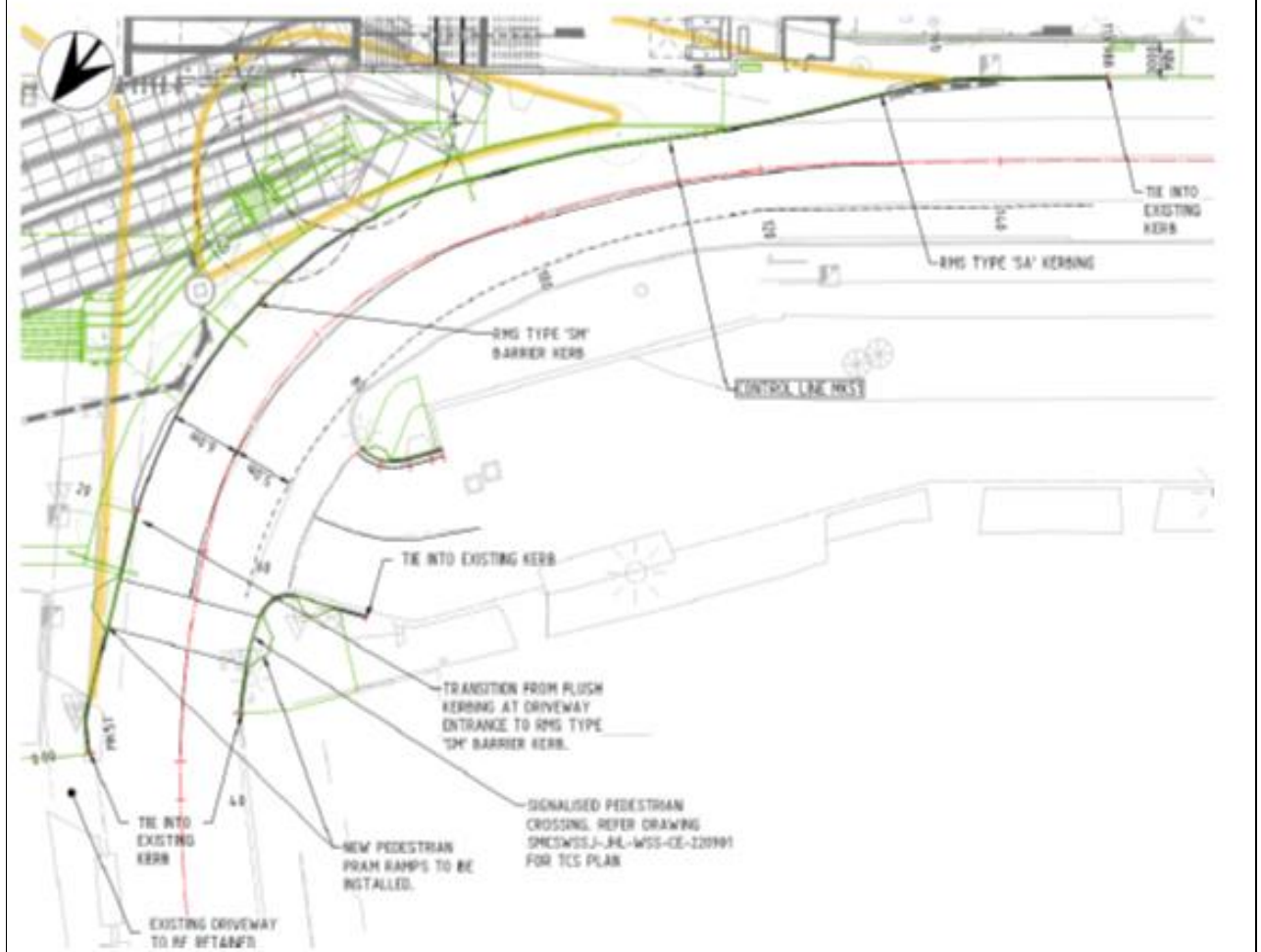
*The below road modifications are proposed at this intersection (refer to Figure 7):*

- *The section of road adjacent to the bus stops on Railway Parade graded at 1 in 40 to ensure DDA compliant access between the bus stops and the new northern station entrance.*
- *The kerbing along the southern edge of Railway Parade is to be adjusted to suit the proposed Northern Plaza. Further coordination is required to ensure that the urban plaza design allows for the proposed kerb alignment. RMS Type 'SM' barrier kerbing is proposed for much of the reconstruction, with flush kerbing at the maintenance vehicle entry to the plaza.*
- *A signalised pedestrian crossing across Sydenham Road will be installed at the northern end of the works.*
- *Driveway entry into the Primary Plaza area for maintenance access vehicles.*
- *Emergency vehicle access will be provided from Sydenham Road and will be detailed further within the Plaza design package*
- *Pedestrian ramps are to be installed at the crossing to the carpark entrance on the western side of Sydenham Road.*
- *Amendments to line marking along Sydenham Road/Railway Parade for realigned kerbing adjacent the plaza*

- Associated signage and line marking with pedestrian crossing at Sydenham Road/Railway Parade
- Proposed modifications to the existing pit/pipe system to suit the new kerb line, thereby retaining existing drainage conditions. It is noted that the existing drainage will not satisfy the required criteria for a 10 year ARI (consultation ongoing).

It is to be noted that there are no proposed modifications to the kerbing along the north-western edge of Railway Road/Sydenham Road, nor any changes to the road pavement levels to ensure that existing cover can be maintained to existing utilities.

**Figure 7 Railway Parade / Sydenham Road scope of works**

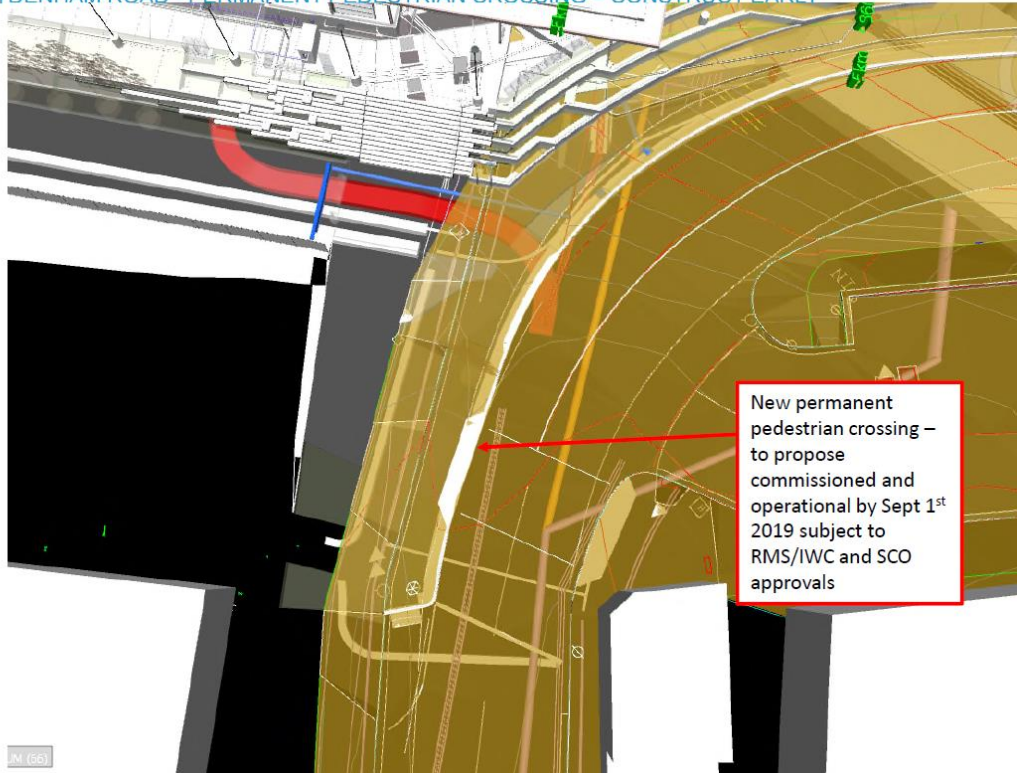


The Sydney Metro City & Southwest update (as at 7 May 2019) identifies the following works in regards to the Sydenham Road permanent pedestrian crossing (Temporary configuration):



# TCG – Sydenham metro upgrade

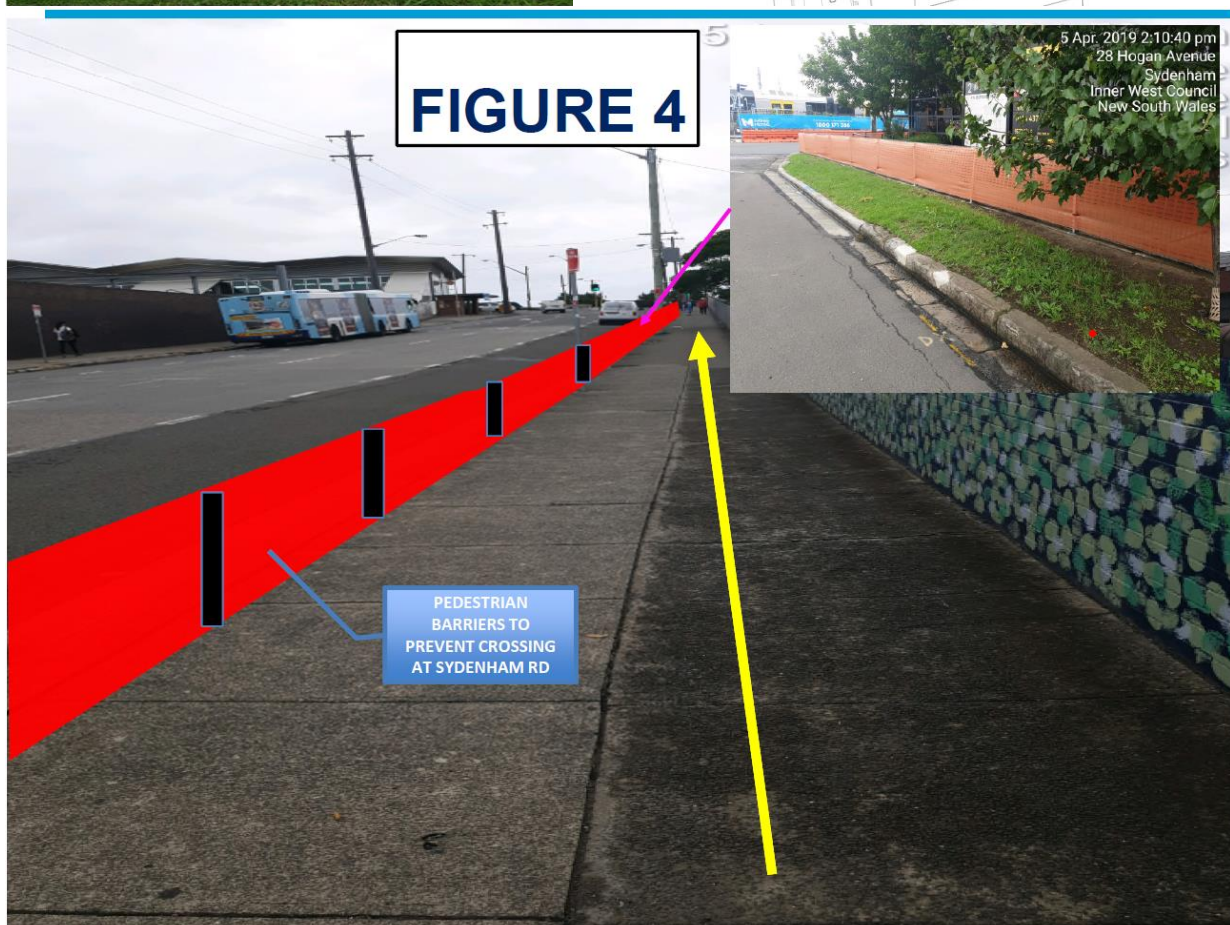
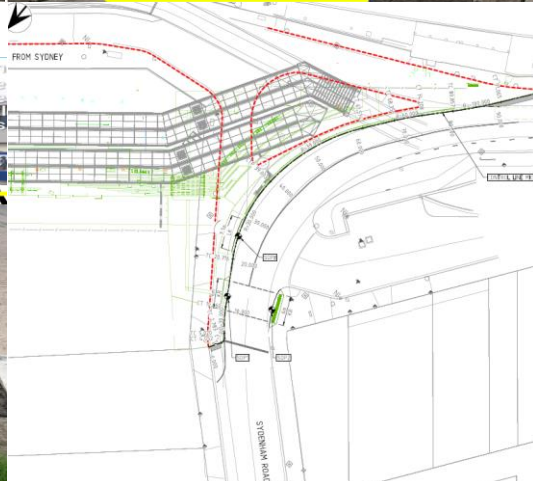
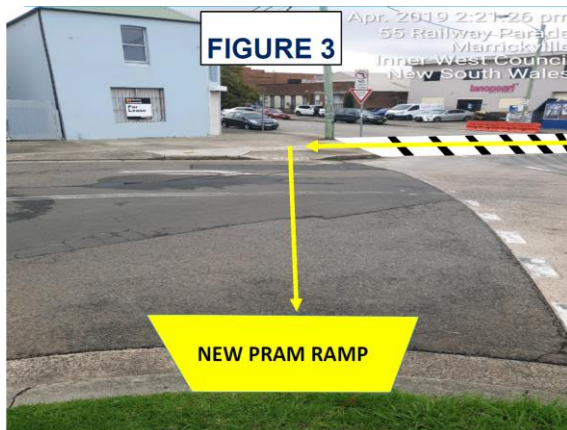
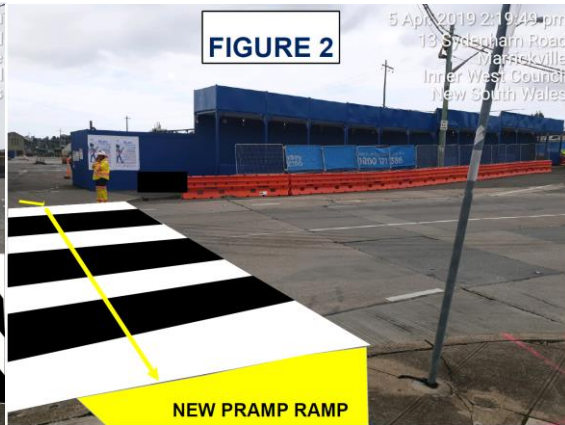
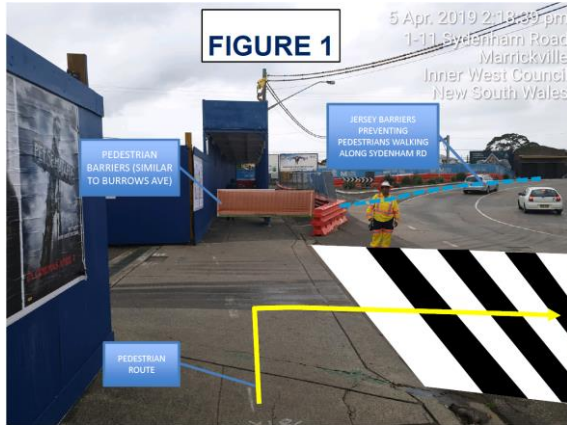
SYDENHAM ROAD - PERMANENT PEDESTRIAN CROSSING – CONSTRUCT EARLY



## NEW PEDESTRIAN ROUTE – No objection from RMS (1/5/19)





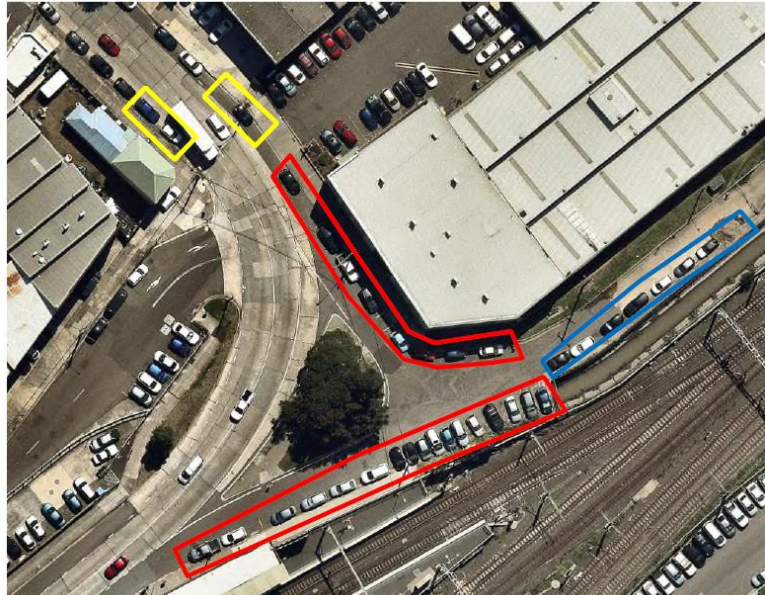


It is noted that a number of car parking spaces in the locality will be lost due to the works.



## Parking - Sydenham metro upgrade

PERMANENT PARKING REMOVAL AT SYDENHAM ROAD/RAILWAY PARADE  
DURING CONSTRUCTION



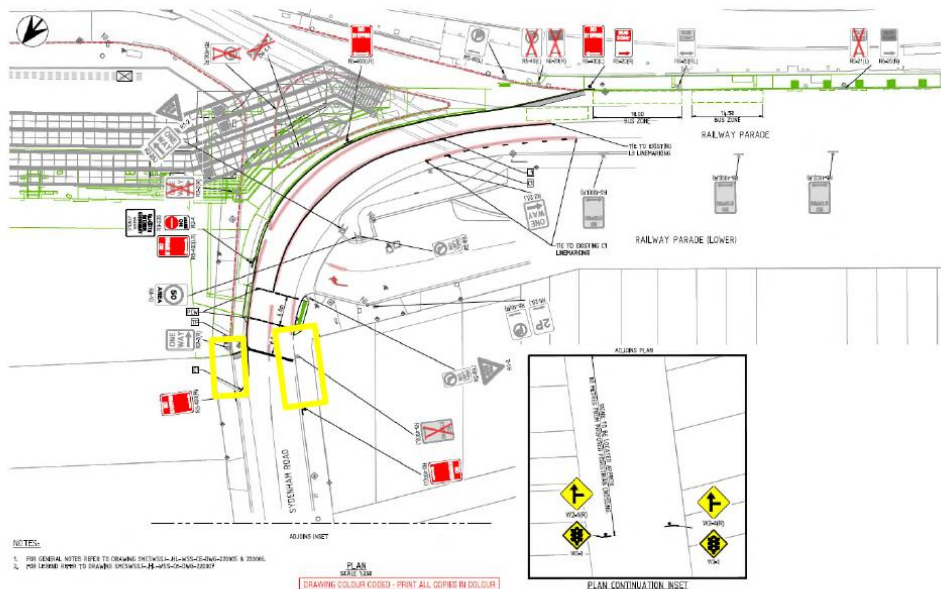
3 spaces

26 spaces

8 spaces

## Parking - Sydenham metro upgrade

PERMANENT PARKING REMOVAL DUE TO NEW TRAFFIC CONTROL SIGNALS



### PUBLIC CONSULTATION

The project is being managed by Sydney Metro and RMS.

**CONCLUSION**

It is recommended that this report be received and noted.

**ATTACHMENTS**

Nil.